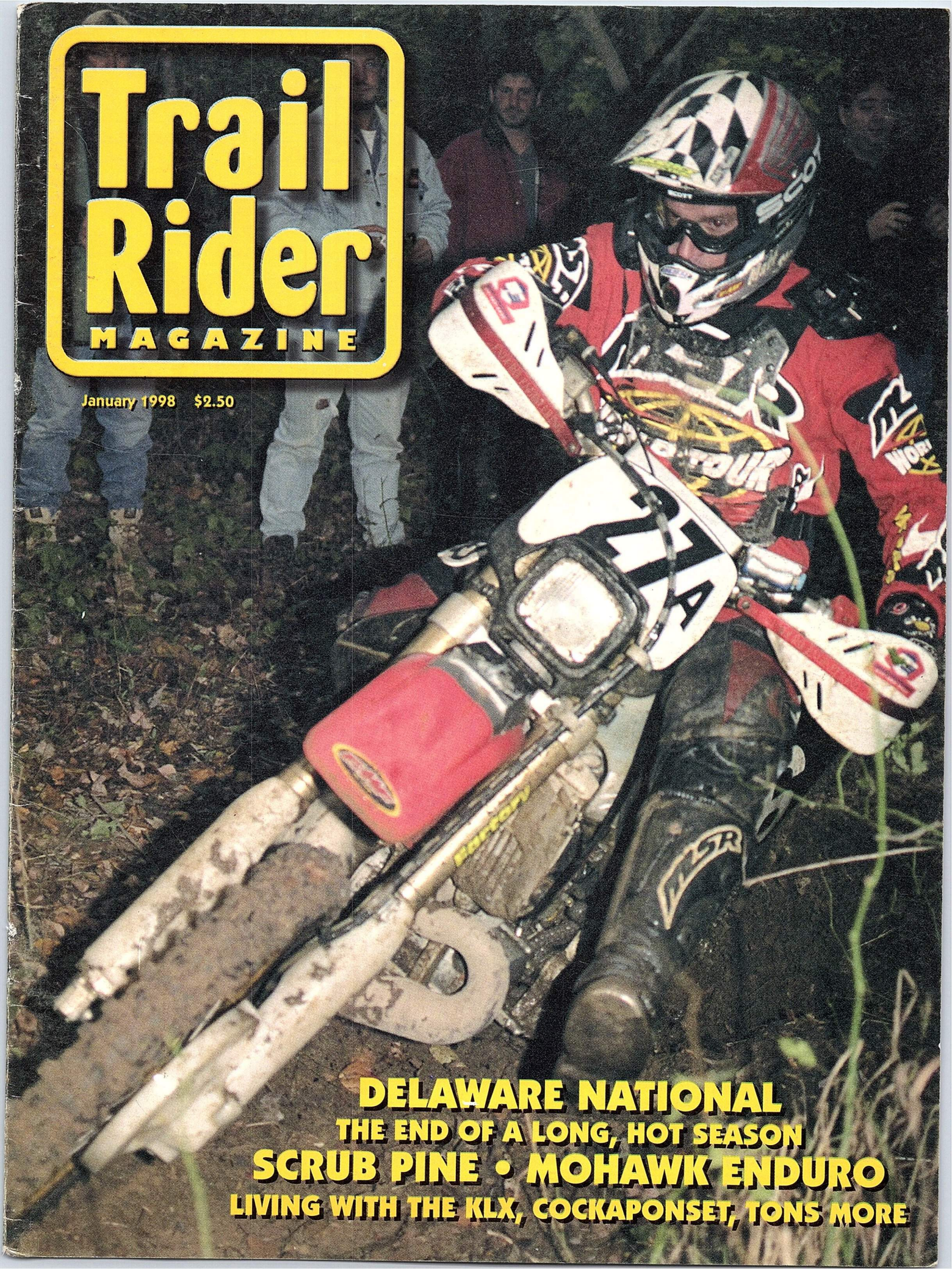


# Trail Rider

MAGAZINE

January 1998 \$2.50

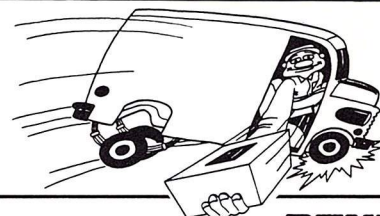


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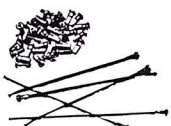
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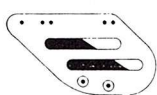
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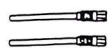
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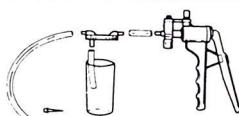
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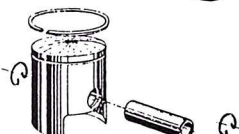


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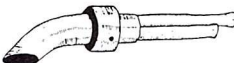
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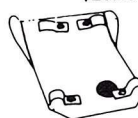
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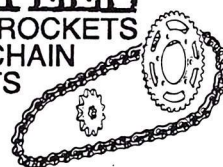
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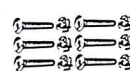


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**On the cover:** Matt Stavish, of Blaine, Minnesota at the Delaware National. There are those who will say that we ran his picture on the cover because he bought a T-shirt off of Charlie, but actually we ran it because he rode like the devil and finished second in the national standings. Besides, it's a good picture, isn't it?

**January 1998  
Volume 28 Number 1**

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Bossman**

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## Worthwhile Knowledge:

**Subscriptions:** Subscriptions are available from Trail Rider Magazine, P.O. Box 217, Granville, MA 01034, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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**Address Changes:** If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

**Newsstand Sales:** You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

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**Contributors:** We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

**Yankee Trader:** Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!



**Warning:** Motorcycle riding, hare scrambling, enduro riding and trail riding are all inherently dangerous, and unless you've already accepted the fact that you could get hurt easily doing anything illustrated in this book we'd hesitate to recommend that you try it. If you do, wear all protective gear, including a helmet, gloves, heavy boots, knee guards and anything else you can find. And if you're wondering when we're going to change this disclaimer, read the top part again. It says it all, doesn't it? There ain't nothin' we can add, except "Goodnight."

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# LAST OVER



By Paul Clipper

## Changing Season

**W**ell, it looks like it's a new year again. If luck and the mail system go our way, you should be reading this the end of December, 1997. Another year farther from birth and two years short of the Millennium, whatever that may be. It is time to wax nostalgic and deliver a little eulogy for the year passed. Don't worry, this won't take too long; and then I'll be back to my usual perky self.

What a year!

That's what I want to say here, and I don't really want to elaborate. So much happened in so little time, so much in the way of new input, lots that I forget, a little I can't talk about, and plenty that was well worth the trouble of drawing breath. Overall, and much to my amazement, looking back at 1997 just fuels my enthusiasm for 1998, and maybe in the course of the next thousand words I can get across some of the reasons why.

It's no secret that I rode the NETRA enduro series this year; a feat I'd hadn't attempted in 13 years, and something I'm really proud of. You may think that being in the business it's child's play for me to just jump right in and play the role of factory-sponsored enduro rider. Not hardly true. In order to excel at something you have to practice it, and it was good luck alone that allowed me to get to the starting line of nine of the ten NETRA enduros. Well back in the ragged past, some wise man stated that work expands to fill the time necessary to accomplish it, and I am the poster child of that equation. When I was employed in a manner that only demanded eight hours of my time every day—and I only gave the employer about four of them—I had plenty of time to work on my enduro bike, and I enjoyed it immensely. Being able to work all those hours on a machine made it into an extremely effective, reliable tool, and spending all the time I didn't work on the bike actually riding it certainly helped my conditioning.

Being self-employed, which is an apt description of the corporate structure of Trail Rider, I am continually amazed at how little time I have for anything other than working. In 1997, the basic rule around here was a 12-hour work day—at least—five days a week, with weekends either spent visiting with my kids or scrambling to get to an enduro. On the rare off-Sunday I'd be at a hare scrambles or some other event somewhere. The net result of this is that I'd have Saturday to work on my bike, to make it "competitive" for Sunday. Usually it would turn out to be Saturday afternoon, after all the chores were done (try as hard as I

might to avoid it, I still found it necessary to carry trash to the dump every now and then, and leave the hill to buy food).).

Two or three times, Tommy Norton and Cheri Alix came up to spend Saturday night before the more local enduros, and they were both well amused with my frenzied last-minute maintenance procedure. "I'll be all set with the bike by the time you get here," I'd say on a Friday afternoon phone call, "and we can hang out and relax."

"Sure you will," Cheri would say, "don't worry, I'll cook dinner." And sure enough, I'd be out in the barn until nine o'clock, with Cheri pulling kitchen duty and Tom laughing at me and calling me an idiot. It was just like the old days, and actually a lot of fun, even though the bike got loaded up held together with little more than hope



(Photo by Jay Chittenden)

and Loctite.

The payoff for all this was getting to ride the series, and what a treat that was. I've often lamented in print that enduros are getting too easy, and we're turning into a nation of trail bike riding wimps, but after this past year I'm going to change my tune. If you like good, old-fashioned, tough enduros, where enduring is the only key to survival, come to New England. More than one fellow rider must have thought I was totally insane, sitting at the bottom of a greasy rock hill scattered with bikes and bodies, laughing my butt off with glee. This is what enduro riding is supposed to be all about—making it up that hill, making your bike and body finish through all those rocks and all this mud—not about simply who goes fastest in the woods. Most of the NETRA enduros are just full of scenes of carnage, and it's not just the intentions of the trail boss, it's the fact that the terrain is relentless. Black mud, big rocks, bigger hills, and fat tree roots can be a humbling combination, and it is the stuff of real enduros.

Little scenes from the '97 season come to mind. Like the unrelenting boniness of the

mostly underwater Monahan, or the short, easier than it looked uphill at the dry Tri-State with a trail that was blazed up a patch of boulders the size of 19-inch televisions. Or the loose, dirt and rock uphill of the Greylock on a 125, trying to find that fine line between spinning and bogging. The powder-dry conditions at the Rubber Cow and the Cockaponset, learning that New England is just as slippery dry as it is wet (is there no happy medium?). Or the awesome uphill at Mohawk after an unprecedented three inches of rain the night before. Oh yes, and the death-march atmosphere at the Mudslinger as we all clawed our way through the steamy Berkshire woods, watching our clocks tick over the hour.

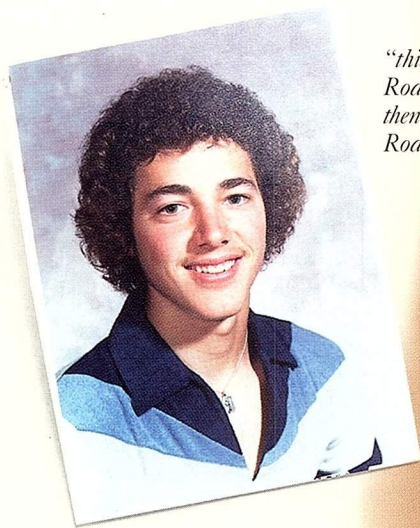
Doesn't it sound like fun? Oh, it is. Will I do it again in '98? Well...ask me again in May.

Along the work front, one interesting thing this year was watching where the subscription renewals were coming from. You would think that it would be largely East Coast, and possibly it was, but I found a very large percentage of renewals coming from people in the Midwest and West Coast. Quite a number of those renewals are coming from Illinois, Oklahoma, Michigan, northern California, even Prairie Grove, Arkansas. There seems to be a ground swell of opinion that Trail Rider is doing the right thing, as far as off-road riding and racing goes. Nobody else goes as low towards the grass roots of our sport as we do, and it's beginning to catch on. Will Trail Rider "go national" in 1998, and finally become a nationally distributed newsstand commodity? Honestly, I doubt it, unless a fairy godfather comes along and pours some money and management skill into it, because I know what it costs, and I can't afford it. However, for the record, we're entertaining all offers—call day or night. And don't worry, even if we did turn this rag over to someone who could distribute it, I'd still make sure that Charlie, Mark and I put it together, so it wouldn't lose any of that regional kinkiness that we all enjoy..

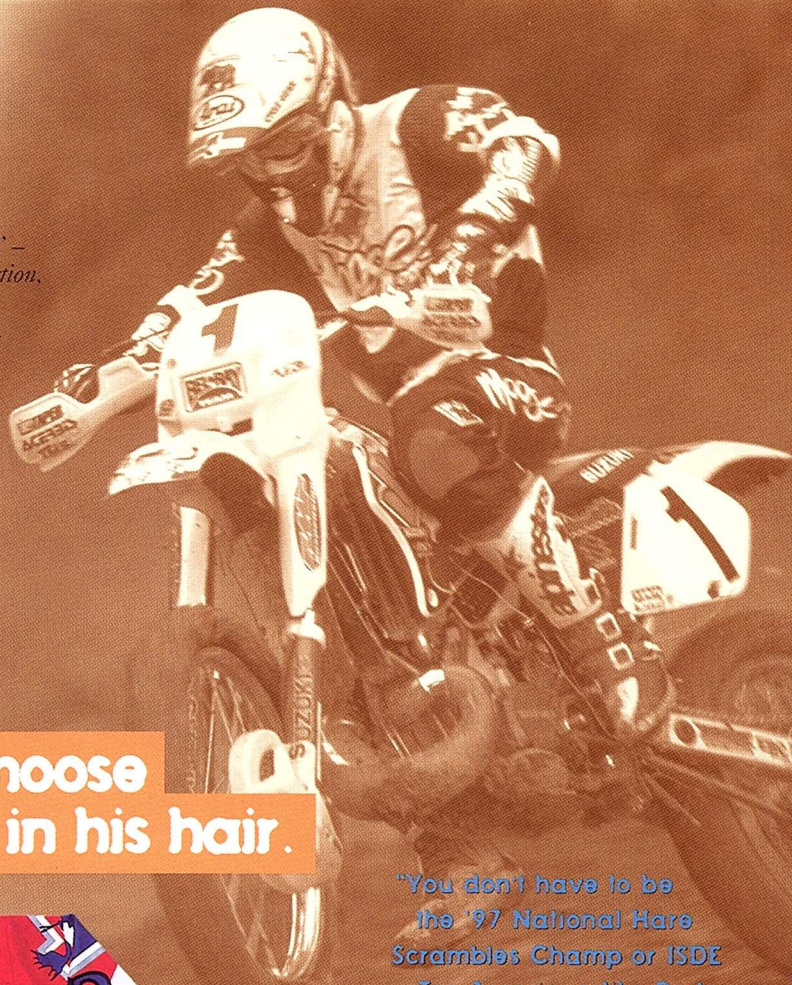
And finally, this all leads me to the conclusion of this missive, and to take the time to thank all of you. I thank the new readers from Nebraska and Wyoming, who Taos, New Mexico, and elsewhere, who saw the ad in Dirt Rider and decided to subscribe. Thanks also to the steady company of all our East Coast friends who renewed their subscriptions and bought the magazine at bike shops. Thanks to the freelancers who add their voice to the mix—Cheri and Mark and Charlie and Jungle Dave and Jay Chittenden, and all the rest. A big thanks to the advertisers, who keep us going and hopefully get your business in return—they really are a great bunch of people. And thanks to everyone who writes in saying "Great magazine!" "Good stories." and "Keep up the good work." Your encouragement really helps keep us going.

Hey, it's no National Geographic here. It's not even a Dirt Rider or Dirt Bike, but it's what we can do, and for what little it is in comparison, we like it. We hope you like it too, and wish you a great 1998 and a comfortable and happy holiday season this winter! □





*"this ain't no disco" –  
Rodney Smith in action,  
then and now.  
Rodney, circa 1977.*



**Back then the only moose  
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# MAIL ENTRY

## More Hertfelder

Gentlemen,  
Hurrah for Ed! He finally moved to a place where trail riding is looked upon as a reasonably sane sport with no more than a touch of self-imposed mayhem from time to time.

Ed is my kind of guy. His use of bailing wire, duct tape, and leftover junk to keep the wheels turning is wonderful. That is a lot more interesting than a 4-cycle, 5-valve trick machine that you need a Brinks truck to haul all the cash to buy one from the dealer, and usually has a life span of six months less than a five dollar watch.

The only question I have is how Ed will ever meet the editor's copy desk dates when there are all those opportunities for trail riding so close to home.

Here is my check for a subscription to Trail Rider. Good luck!

Dick Loosen  
Derby, KS

To answer your question, Dick, we sent Ed a roll of postage stamps and now he feels so guilty he mails that manila envelope like clockwork. Now Ed has a couple of questions for you: 1. What do you mean, "junk?" and 2. Where can I get a five-dollar watch?

## Six Day Fan

Dear Trail Rider,

Thanks for all the ISDE coverage. Y'all are the only ones of the big mags to take the time and money to cover "The Event" like it should be covered. Tell Charlie hey for me, I rode in Nevada with him. Keep up the good work.

Ken Meyers  
Candler, NC

The Six Days was always a dream of ours, unfortunately we're all too fat, slow and stupid to ride it. However, that makes us perfectly suited to write about it, so we do. Glad you liked it, and also glad to hear you

refer to Trail Rider as a "big mag." But if it's a big mag, how come we ain't rich?

## More Six Day

Dear Trail Rider,

My wife and I joined the U.S. team at Brescia, Italy, this summer to support our son. Sam Buffa won a placed on the Junior team from his results in the qualifier series this summer. It was really a thrill to see this event on a daily basis, something we never expected to see.

We met some of your reporters at some of the special tests, but were surprised to find out that your publication was the only "complete coverage" magazine represented at this year's ISDE. (Here's a subscription) so please be sure we receive at least one issue containing this year's coverage.

Ralph Buffa  
Woodside, CA

The mag's in the mail, Ralph. We cover the Six Days because we care about it, that's all. Unfortunately, looking back at the stories we did, we neglected to run a photo of Sam, but we did mention him. Sorry about that. But hey, Dirt Bike magazine has a full page photo of Sam in their December issue...unfortunately, the caption says it's a photo of Mike Lafferty, but it's a great picture!

## Even More Six Days

Dear Trail Rider,

Your Six Days coverage is great...can't wait to read Charlie's take on it next month! I'm so — at Dirt Rider after reading their half — piece. Geez, you'd think since Webb is a 6-Days vet that they'd have at least a half-hearted interest in it...but that's obviously not the case. I'm gonna write them and tell them what a disgraceful job they did...don't expect a reply, but I gotta vent at them somehow. Enough about the competition! YOU GUYS DID GREAT!!! Thanks for coming through. There's still a few of us out here who are nuts about the Six Days regardless of whether we get to go or not! t!

Take it easy,  
Jeff DeBell  
Overland Park, KS

Thanks, Jeff. You know the ISDE is a passion of ours, like it is with you (Jeff helped out the Argentinean team at the previous two year's ISDE). The Dirt Rider guys are all friends of mine, and they don't cover ISDE so heavily because basically the bulk of their readers aren't that interested. That's

okay, just keep reading Trail Rider, we'll take care of you!

## Too Many KTMs

Dear Trail Rider,

(Body of the following letter is shortened from two well thought out, well written pages that we will endeavor to answer by mail)

You have too many KTM tests and not enough tests of other brands in Trail Rider.

Carl Mozeleski  
Auburn, NY

Carl, we apologize. We've talked about this subject before in Trail Rider, but maybe you didn't see what was written then. Basically, it's really easy for us to get test bikes from KTM, because they're small and located fairly close by, and we're all friends with them. It is much more difficult to get test bikes from the Japanese companies because they're all located in California, and we don't have a presence out there. Also, there appear to be one or two companies out there who won't return our calls, for reasons we won't speculate on. Still, if we can't get bikes our normal way, maybe our way is wrong, and we'll have to look at the possibility of changing our way of doing things. We will work on it more in the future, but I realize that won't save your subscription. Sorry...we'll just hope that in the future when you pick up Trail Rider you'll be pleasantly surprised.

## What You Need in Trail Rider is:

Dear Trail Rider,

1. Complete coverage of the GNCC.
2. A "letters to the editor" section.
3. A technical question/answer section.
4. An advertiser's index.
5. Coverage of AMA District 5.

Just add the stuff, don't change anything (This is another heavily edited letter).

Jeff Smith

Frazier's Bottom, WV

Jeff, we thought we'd contracted for complete coverage of the GNCC, but the free-lancer disappeared and wouldn't return our calls. We can only be in so many places at once. We HOPE to have more coverage of the GNCC in the future. Letters to the editor? Jeff, nobody writes! Technical questions and answer? We'll answer anything anybody writes and asks us, but maybe a formal column is something to think of in '98. An advertiser's index? Hmmm. Coverage of AMA D-5? Help us get it, and we'll print it. □



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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC

series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Feature Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Test Editor Donn Maeda has thrown a leg over just about every type of off-road machine as well, from the latest MXers to yesterday's three wheelers, and from slow-speed, balance-oriented trials bikes to 140-mph Harley flat trackers. If it's got a motor and knobby tires, chances are that Maeda's tried it.

That's the serious part of *Dirt Rider*. It's been that way since our first issue in 1982. And we think that's pretty intense.

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Or perhaps it's because when the workday is over, we're still just a bunch of guys who like to go riding.

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# EASTERN NEWS

## Yank Wins Cord!

Italian ISDE veteran and local hero Matt Spigelmyer (whose name we are honor bound to spell wrong) brought more glory to our humble locale (well, the east coast) this fall by heading up north and winning the annual Corduroy Enduro in Canada. The Cord is an East Coast "prestige" event, that has been won by a long list of U.S. champion riders, including Kevin Hines. We received e-mail from Matt, including the bad news following the event, and we'll quote it all here..

"The good news is that I overalled the Corduroy enduro, the first round of

the Canadian national series. The Cord is a two day race held in Bobcaygeon, Ontario. The Cord win was my second in 12 consecutive tries.

"The bad news is that I broke my foot at the next round in Primrose, Ontario. Surgery, screws, eight weeks of crutches. Fortunately the beer tap has been moved into the living room and with the right catheter I may never have to move.

"As a young HST said, 'In the long run I may lose, but until then I'll set a mean pace.'"



Our man Matt at the ISDE.

"Corduroy," by the way, is a French word meaning "cloth of the king," dating back from the time when only royalty was allowed to (and probably were the only ones who could afford to) wear this special material. In the case of the enduro, it is used to describe the unique feature of many of the logging roads the race is run upon, featuring a raised road bed of logs laid perpendicular to the line of travel. Riding over it makes an amplified ver-

sion of the same feel you get when you scratch your fingers across the wale of a pair of corduroy pants.

Just in case you wanted to know.

Congratulations to Matt, and here's hoping he gets well before the beer turns him into another Yoda.

## Wrong Number

Jack Buck, of Richmond Motorsports in Maine, called us to let us know that the toll-free phone number that has been appearing in his ad has been disconnected by MCI, apparently for no reason. This has resulted in a number of callers getting the message that the phone has been disconnected. Jack wants everyone to know that the business is still open and going strong, and don't think he's closed the doors just because the 800-number has been kicked! Until he gets the situation straightened out, he asked us to let you know to use his regular number, which is now all that appears in his ad. The regular, working number is: (207)737-8481.

## New National Enduro Points

The AMA announced a new program they're trying out this year, where three of the regional ISDE Qualifier/National

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Reliability Enduro series events are going to pay AMA National Enduro points to those who want them. This means Letter-of-Intent riders will receive national enduro points, as will anyone else chasing a good finish in the national enduro series. For more information, call the AMA at 1-800-AMA-Join.

## Ski-duro?

It's the tail-end of November as we write this, just before the Thanksgiving holiday, and anyone who has been predicting a "mild winter" because of El Nino should think about eating crow for Thanksgiving rather than turkey. We just got back in from doing the local trails as usual, but this time we did them on skis rather than dirt bikes or mountain bikes. It's too early, and the snow cover is too light to risk wrecking a set of spiked tires, so off we go on the back country boards for our training. It's great fun, and we just ski right on the same trails as ever, with a completely new viewpoint on them. Try it!

## Ski Machines

You know, another thing we're going to try this winter is a brace of



Chuck plays DeCoster on the TM.

Ski-Doo snow mobiles, courtesy of the Bombardier Corporation. They've been inviting us to come ride and learn about snowmobiles for years, so we figured what the heck, we'd do it. It might make for some real fun reading, having some greenhorn dirt biker trying his hand at sleds, so stay tuned for the results of this little experiment later this winter.

## 1998 TMs Are Here

Charlie called us to let us know that the '98 TMs are on their way to the dealers. Why? I don't know, maybe because he's a TM rider and his dealer/sponsor Great Dave's wants him to get the word out. Great Dave's is in Bloomington, Indiana, and Charlie says that Phil at Great Dave's has '96 and '97 TMs at blow-out prices, as well as wonderful deals on new '98s. Check them out. Charlie's supposed to have a test written on the 250 TM one of these days, so watch out for it.

## Final Round

The last race of the ECEA Hare Scrambles series was this past weekend, the much-anticipated event turned into a Lafferty family benefit, with national enduro champ Mike Lafferty taking the overall, and brother Richard

Lafferty roosting into second place. The brothers prevailed over visiting go-fasters such as Josh McLevy of NETRA and Duane Conner of the GNCC, fighting for a \$2500 purse that wound up paying back to 15th place overall. It might have been a little muddier than they would have liked, but they raised \$2500 for charity and all of the 198 riders in attendance seemed to have a good time. Look for a story next month. □

## NAMES AND ADDRESSES

### New England Trail Rider Association (NETRA)

P.O. Box 478  
Ellington, CT 06029  
(860)875-5757

### East Coast Enduro Association (ECEA)

RD 4, Box 5671  
Jonestown, PA 17038  
(717)865-0601

### Vermont Trail Riders Ass. (VETRA)

P.O. Box 136  
South Pomfret, VT 05067

### Pennsylvania Trail Riders Association (PATRA)

Box 77  
Thomasville, PA 17364

### Racer Productions (AMA GNCC Series)

Route 7, Box 459  
Morgantown, WV 26505  
(304)284-0084

### Budds Creek MX/H.S.

(301)475-2000

### AMA

P.O. Box 6114  
Westerville, OH 43081  
(614)891-2425

### New York Trail Rider Alliance, NYTRA

New England-New York Coalition, NENYC

8 Komar Drive  
Charlton, NY 12019

### New Jersey Trails Conservancy (NJTC)

1799 Route 38  
Mt. Holly, NJ 08060

### District 6 Sports Ass.

P.O. Box 554  
Lebanon, PA 17042  
(717)272-6896

### SETRA

5165 Thompson Mill Rd.  
Lithonia, GA 30038

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Pocatello, ID 83202  
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# THE REST of the WORLD

## Somebody Won the GNCC

After the usual 163 rounds of the Grand National Cross Country series (actually, it's only 12), a winner has finally emerged from the pack. Scott Summers proved once again that the XR600 is a potent weapon in the right hands, and took home the series overall. He had to fight for it, but the point is he held off the attacks from Scott Plessinger (KTM) and the Suzuki team—Steve Hatch, Rodney Smith, and Paul Edmondson...remember Paul Edmondson? He was supposed to put us all in our places, show the GNCC regulars what kind of girls they were? Where is he now? Back in England? How did he finish in the series? Tenth overall...let's see, even Randy Hawkins beat him, and Suzuki fired Hawkins last year, didn't they? Even Becky Ford and Bonnie Hamrick finished the series with more class points than Edmondson. Good old

American racing, that's what the GNCC is. Them boys and gals in West Virginia don't need no Redcoats to show them how to ride.

One local note. Former NETRA hare scrambles champion Scott Phelps has been missing in the NETRA events this year, because he's been contesting the GNCC series. He finished up the season winning the 200cc A class overall, by one point over Heath Bennett. Good going, Phelps!

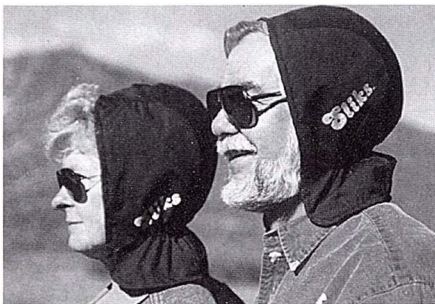
## What's Up With Matt?

Matt Stavish, our cover boy for the month, finished second in the AMA National Enduro Series last season, but that's not the real news here. The news is that Matt ponied up and bought a Bulmocho shirt, a goggle squeegee, a spring puller (with hippie beads) and copies of all of Charlie's articles that appeared in Trail Rider, all from the Mooch Motorsports ad that occasionally appears in this

magazine. We figure he's either a closet fan, or he's gathering evidence in preparation of a class action suit. Film at eleven.

## Slik Helmet Liner

Lord only knows we tie all sorts of things around our necks in cold weather. I've seen guys racing with hats on under their helmets...how they get them to fit, I don't know. However, here's a little item that is just exactly what we've been looking for. It's a black, satin-lined helmet liner with a long "gator" on the back of the neck to keep cold air from blowing down your back or up the back of your helmet. It isn't waterproof, but we'll bet it will slow the flow of water down your back in the rain and snow. The Slik Helmet Liner costs \$19.95, which includes shipping and handling, and it's available in small, medium, and large sizes in black only. They'll make an extra large by special request, and they'll also take Visa and Mastercard. See it on their Web site at [www.slik.com](http://www.slik.com), or call them at (800)242-5339.



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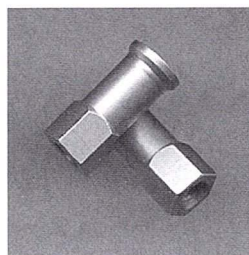


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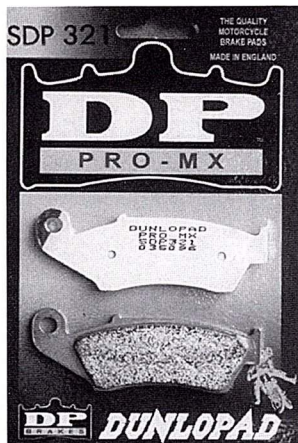
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## New Dunlopads

DP Brakes, whom you might know as Dunlop, sent in a press release announcing a new line of Pro-MX brake pads. The new Pro-MX series is a line of sintered metal disc brake pads designed for longer then stock life and better braking performance. The Pro-MX pads feature a sintered-metal pad compound, which is the only thing to use in mud, and a ceramic coating on the back of the backing plate to help with heat insulation. They're expected to sell for between \$35 to \$37 a set, and you can ask about them at your dealer's.

## New Rocker

Pirelli's got a new rock tire, the MT18 Heavy Duty. They say it's made for high-speed desert and hare scrambles racing, but eastern rock hounds also know that the MT18 has long been a fine rock tire. The new Heavy Duty models uses a stiffer, stronger sidewall in both the front and rear models, which will add considerably to the tire's resistance to rim pinches and other related rock damage. The MT18 HD is available in two sizes, an 80/100-21 front and a 120/100-18 rear. You can call Pirelli for the name of your nearest dealer at (610)459-9662. □



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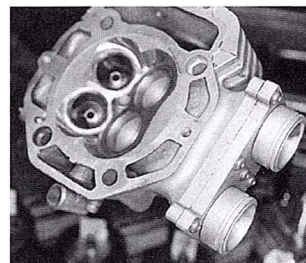
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# Scrub Pine Enduro

Rich Lafferty scores another win at OCCR's big enduro

By Mark Uth, photos by Jungle Dave

New Lisbon, NJ 9/21

**R**ich Lafferty continued his late season surge rearing top honors at the Scrub Pine Enduro, dropping 12 on his way to his fourth ECEA overall of the year. Riding a KTM Sportmotorcycle/Arai Helmets/Moose Racing/Steahly/WER/FMF Racing/Motion Pro/Dunlop/Spectro/Enduro Engineering-sponsored KTM 250 EXC, Lafferty posted top scores in each of the day's special tests, edging out his brother Jack and series points

leader Freddy Hoess, who each finished a point behind at 13 down. "I had a good day, made no mistakes and just kept it pinned," said a jubilant Lafferty after the race, who still trails series points leader Hoess by a substantial margin with two rounds remaining. Hoess, who campaigned his Bromley Suzuki RM250 on this day admitted, "I was a little tight," with the series points lead closing up as it has in the last several rounds, and "might have fared better had my 125 been ready to race."

Run from the Pakim Pond recreation area in the Lebanon State Forest, nearly 250 riders lined up for the event, taking advantage of beautiful early fall riding conditions. Key time temperatures were in the 50s, and slowly rose into the low 70s as the day wore on, under clear, sunny skies. It was brisk at times, with light breezes contributing. Although fall-like in weather conditions, tree leaves had hardly begun to turn and as such, hadn't yet begun to cover the trail. The Ocean County Competition Riders (OCCR) had laid out a 75 mile ride that was bone dry and dusty, in spite of some spirited thunderstorms that blanketed the area the previous evening. A two loop course was planned, divided by a midday gas available located back at campground. The day's tests were evenly split as well, each loop shod with five checks, two special tests sandwiched by check-in/check-out (one emergency) and a sneaky timekeeping check late in the loop.

The morning ride began with a heady 30MPH speed average as riders cruised away from the campground on dirt and paved connectors. After a speed change to 24 MPH, some four miles out, things began to tighten up as wide two-track and paved roads were replaced by reclaimed wood road and plow lines, driving riders off the scheduled pace. As a result, only the fastest riders successfully made the first check-in on time, located some nine miles into the course. A fast five mile section of single track trail ensued thereafter, culminating with an emergency check-out. A handful of riders managed twos here, including Jack Lafferty (2/125), Fred Hoess (2/130), Mike Moore (2/141), and Rich Lafferty, who got an early jump on emergency points posting a section best 2/118.

A reset was provided to get riders back on time, however the respite was short-lived, as a couple miles down the trail riders were again checked in for a test. This second morning points taker turned out to be a whopping twelve mile section of trail interspersed with occasional sand road connectors. Run at a 24MPH speed average, this section had riders motoring for some three quarters of an hour. At the secret check-out, the Lafferty brothers, Rich and Jack, set benchmark four point scores. Hoess trudged in a tick behind with five while Moore and Frank Vanaman posted



Richard Lafferty romped and stomped the field at the OCCR Scrub Pine enduro. He spent the whole day holding off brother Jack.



Ken Law threads the tight stuff in the New Lisbon woods. He finished third A Veteran.



You have to charge all day to win a High Point award, and that's how Dan Sharpless won High Point B.



Steve Fox, kicking up a little dust in the B 125 class.



With the obligatory loop trickery out of the way, the course headed back to Pakim Pond for the midday gas. At this juncture, Rich and Jack Lafferty lead the field with six point cards, Richard owning a scant seven second edge in emergency points. Freddy Hoess was hounding the Lafferty pair a point down with seven, while Moore, Vanaman and Jeff Kirchner trailed with eight, nine and ten point cards, respectively.

The afternoon loop began with a 15 mile trail ride, heading north and west toward Onga Hat. This timekeeping stint ended at a start control located in a small, overgrown sand pit signaling the onset of the afternoon's first special test. A four mile section of fast single track and plow lines contained occasional patches of ignorant tight single track trail hewn into stands of second growth pine. There were beaucoup log crossings within, plenty of which were hit at speed as a result of dusty conditions and a rigorous 24MPH speed average. Top riders posted threes at the emergency check-out, Richard Lafferty padding his lead with a section best 3/164. Close behind, Hoess and Jack Lafferty scooted in literally seconds behind with 3/165 and 3/166 scores, respectively, while Vanaman, Kirchner, Bill Atkinson, Mark Hummel and Craig Shenigo made threes as well.

A reset was followed by a scant mile long trail ride after which riders were checked into what would turn out to be the day's final test. This fresh points taker was perhaps the event's showcase piece, a short three-plus mile section wound through tight, rooty bottom lands located in the state forest north of Presidential Lakes. Never ones to cringe at stick farms, Rich Lafferty and Hoess slammed through the brush, separating themselves from the rest of the field with three point scores. Jack Lafferty, Vanaman, Kirchner,

#### Scrub Pine Enduro Class Results

##### Grand Champion

Richard Lafferty KTM 12

##### High Point A

Terry Tucker Kaw 20

##### High Point B

Dan Sharpless Hon 20

##### High Point C

Mike Sharp Suz 35

##### AA

1. Rich Lafferty KTM 12

2. Jack Lafferty KTM 13

3. Fred Hoess Suz 13

4. Frank Vanaman KTM 16

5. Mike Moore Yam 17

##### A125

1. Mike Sigety Gas 22

2. M. Dean Spencer Hon 23

3. Eric Pirie Hon 24

4. Steve Hodgson Suz 25

5. Greg Davies Yam 28

##### A200

1. Rob Mohn Kaw 23

2. Todd Lockard Kaw 26

3. Todd Quinn Kaw 28

4. Joe Tavani Kaw 31

5. Tim Shepps Kaw 31

##### A250

1. Ed Hamilton Kaw 23

2. Stewart Crouch Hon 23

3. Jeff Moyer Kaw 28

4. Walt McCollum Suz 28

5. Rick Piascinski Hon 32

##### A Four Stroke

1. Lewis Smith Hon 22

2. Mark Hummel Hon 23

3. John Cushing Hon 31

##### A Open

1. Byron Culbertson Hon 26

2. Ed O'Flynn Hon 26

3. Cliff tenney KTM 27

4. Dean Spencer KTM 28

5. John Walaszek Kaw 30

##### A Veteran

1. Mark Uth KTM 21

2. Jim Gunselman Yam 21

3. Mike Beeler Yam 22

4. Ken Law Hon 23

5. Steve Larkin Hon 23

##### A Senior

1. Terry Tucker Kaw 20

2. Hank Stankewicz Kaw 26

3. Dave Barlow Yam 29

4. Kevin Reed CRE 31

5. Bill Atherholt Suz 32

##### A Super Senior

1. Jack Lafferty Sr. KTM 31

2. Rich Trader KTM 34

3. Pete Parlett Hon 36

4. Jack Schwarz Suz 41

5. Ray McAloon KTM 43

##### B125

1. Joe Marchesani Yam 31

2. Steve Brown Suz 34

3. David Fraizer Kaw 34

4. Lew Robbins Suz 35

5. Steve Fox KTM 35

##### B200

1. George Sigler Kaw 33

2. George Potts Kaw 33

3. George Jensen Kaw 43

4. Frank McGlynn Kaw 43

5. Joe Newman Hon 43

##### B250

1. Dan Sharpless Hon 20

2. Bob Solomon KTM 21

3. Mike Kilduff Kaw 29

4. Pete Burnett Yam 29

5. Bill Gilbert Yam 29

##### B Four Stroke

1. George Bressler Hon 42

2. Frank Lillo Hsb 45

3. Al Zabroski Hon 46

4. Chris Crull Hon 47

5. Steve Seip Hon 48

##### B Open

1. Mike Crum KTM 25

2. Paul Bitting KTM 27

3. Tim Gallagher KTM 33

4. Joe Palecki Hus 36

5. Joe Galie Jr. KTM 40

##### B Veteran

Anthony Sutton Kaw 29

1. Dan Polak Kaw 30

2. Joe Dublas Kaw 35

3. Don Vavalla Hon 36

4. Tim Kohl Suz 40

##### B Senior

1. Brent Bush Kaw 36

2. Rich Mathias KTM 42

3. Ed Newcomb Suz 48

4. Gary Price KTM 50

5. Norm Frankle KTM 51

##### B Super Senior

1. Craig Morris Hon 65

2. Roy Howard Suz 88

3. Doug Sargent Kaw 95

4. Tim Stibitz Kaw 108

##### C200

1. Chris Raulf Kaw 38

2. John Hummel Kaw 40

3. Jim Dolan Kaw 47

4. J.C. Figueiredo Kaw 52

5. Tim Swarner Kaw 58

##### C250

1. Mike Sharp Suz 35

2. Kim Plummer Kaw 42

3. Ed Smith Hon 42

4. Tom Newcomb Yam 43

5. R. Pluamacher Yam 46

##### C Four Stroke

1. Charles Sullivan Hon 41

2. Dennis Lynch Kaw 43

3. Kevin Plummer Hon 51

4. Brad Pace Hon 56

5. Nathan McGuire Suz 58

##### C Open

1. Randy Folger Hon 47

2. Layne Foulk KTM 48

3. Rob Limmer KTM 48

4. Ty Plummer Hon 51

5. Chris Tlack KTM 56

##### C Veteran

1. M. Muckelston Kaw 47

2. Jim Corsello Suz 51

3. Ernie Fithian KTM 61

4. Keith Krauss Kaw 68

5. R. Herrington Kaw 69

##### Masters

1. Joe Galie Yam 64

2. Ed Baker Hon 92

3. Rob Hoover Hon 135

##### Vintage

1. Mike Blair Kaw 106

##### Women

1. Kathi Cambell Kaw 41

Atkinson and A Senior class rider Terry Tucker posted fours.

Back at the campground, club referee Scott Parker saw that results were finalized and posted expeditiously. Contributing to this was a controversy free course that left little room

for protest. Richard Lafferty quickly emerged the day's victor, sneaking a point off his brother Jack in the final test to finish 12 points down while fending off all other challengers. Jack Lafferty and Freddy Hoess squared off for the final podium positions, Jack getting the



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nod on emergency points 13/291 to 13/295 to finish second overall. A KTM-mounted Frank Vanaman claimed the fourth overall seed with a 16/363 card, while AA riders Mike Moore (Yam) and Jeff Kirchner (TM) finished fifth and sixth overall, respectively, dropping 17 on the day. A '98 KX250 mounted Terry Tucker earned the High Point A trophy on the merit of a 20 point card, besting HPA runners-up and Veteran class rivals Mark Uth and Jim Gungelman, who each finished with 21.

In B class action, a surprising CR250 pilot Dan Sharpless carded 20 on his way to a ninth overall finish and High Point B honors. Sharpless was trailed by B250 classmate Bob Solomon, who also broke into the top 14 overall posting 21 while earning the class win. Novice class rider Mike Sharp dropped 35 in route to the High Point C prize. Runner-up to the HPC with a 38 point score was KDX rider Chris Raulf. Rounding out the day's top finishers, Joe Galie earned the Masters class win with a 64 card, Kathi Cambell topped Women's class competitors scoring 41 and Mike Blair was the best Vintage class finisher.

In all it was a fine ride and great day for racing. Course layout and check placement was fair and intuitive; kudos to trailbosses Rich Tompkins (a.m. loop) and Perry Hodges (p.m. loop). Perhaps the nicest section of the day was the freshly cleaned trail used for the final afternoon points taker. Hats off to OCCR club member "Psycho" John Hagan, a true piney, who was recognized as the person most responsible for that blasting afternoon loop trail.

Congratulations and thanks to OCCR members, friends and family for a way cool time. Additionally, club president Hodges asked us to extent thanks to Southern Ocean Cycle Center in Manahawkin, NJ for their continued help and support of OCCR events. □

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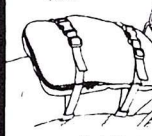
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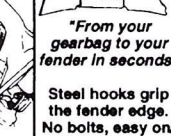
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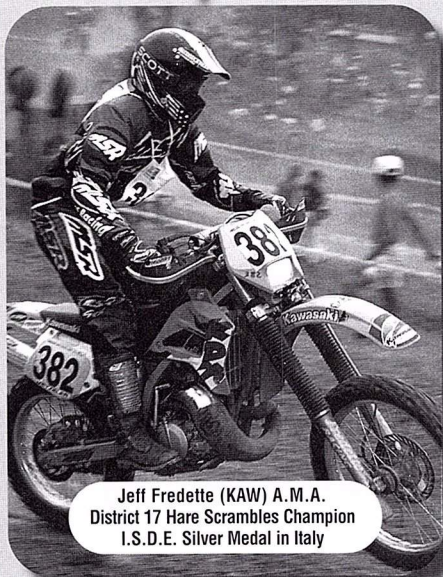
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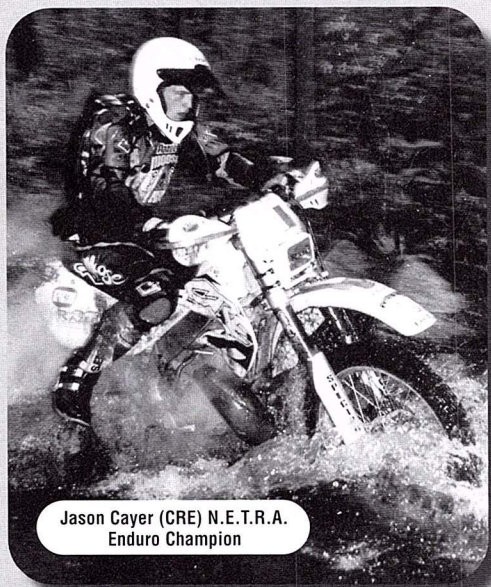
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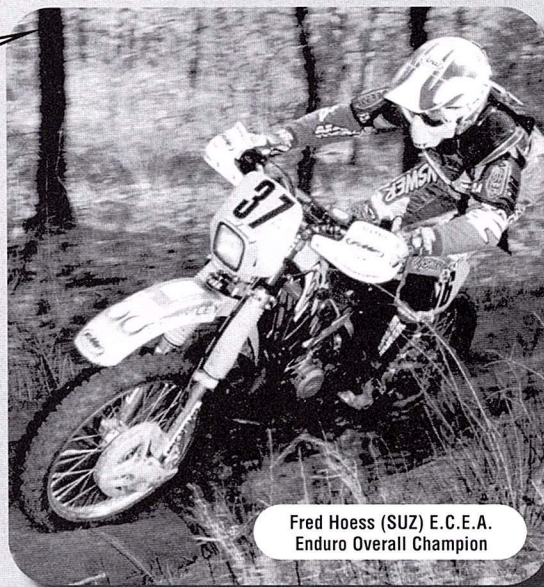
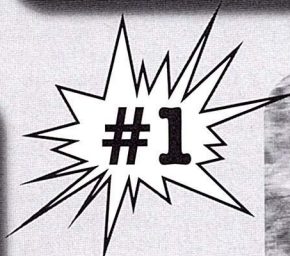
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# WOODSOCROSS

## McLevy racks up his seventh win

By Cheri Alix, Photos by Jay Chittenden

W. Greenwich, RI 9/21

**M**anchester Honda's Josh McLevy proved no competition on the fast-paced Woodsocross track, earning his seventh win of the season and clinching the NETRA Hare Scramble Championship.

It was a perfect day for racing, with sunny skies and nice, cool fall weather. The track was dry but thankfully not dusty. The Rhody Rovers laid out a nine mile course which was basically the same as last year. Due to the fact that the land is state property, alterations to the course are not possible. This in turn has made the trails well worn, mak-



Lance Longo hammers on a sandy trail, on his way to first in the B Vet class.

ing for a faster course each year. The terrain is basically flat with lots of fast cart roads, ribboned-off fields and some sandy woods sections that are full of roots and whoopedos.

The start was at the back of a long field. The riders were funneled through a few ribboned turns to slow them down before heading into the woods. When the gun went off for the start of the Expert/Amateur event, it was Tech Tube/Scott/Spectro's Josh McLevy grabbing the holeshot. Banging bars with McLevy into the first turn was Valley Motorsports Jerry Randall, followed by Kawasaki's Patrick Timothy. Close behind were Jason Cayer and Todd Levesque.

Not far into the first lap, Razee's Cayer took over second place with Moose/Pirelli's Levesque moving into third. By the end of the first lap, McLevy had pulled a thirty-five second lead over second place Cayer.



Josh McLevy takes the holeshot at the start, and the win at the finish.

Levesque was still in third place but back another twenty seconds. Timothy was now in fourth place but being pressured from Randy McCann and Ken Law.

McLevy continued to put roughly thirty seconds a lap on the pack and only went down once all day. "I was taking the same line each lap around this corner. I'd hit the first root then jump the second one," said McLevy after the race, "But on the third lap I hit neutral when I hit the first root and slammed my front wheel into the second one, sending me over the bars." Luckily McLevy wasn't hurt and his bike sustained no damage, allowing him to get back on track and hold onto the lead.

By the end of the third lap, a battle was brewing between Cayer and Levesque. Levesque, who had been running twenty seconds down, was closing in on Cayer. Levesque was able to catch second place

Cayer on the fourth lap and pass him taking over second place for the first time. The two riders hung together for the entire fifth and final lap until Levesque got stuck behind a lapper. Levesque followed the lapper's line through a tight section and Cayer went wide off the track, passing Levesque and once again taking over second place.

Both riders hung it out until the end of the lap, but Levesque was unable to make the pass. Cayer crossed the finish line two seconds ahead of Levesque, taking second place for the day and ending any chance Levesque had at the championship.



B Open class winner Lorne Goralnick launches off a Rhode Island whoopedero.



This is the kind of style Brian Lawson used to win the A Overall trophy.



Mark Cosgrove was the B 250 winner on his Kawasaki.

McLevy took the win with a comfortable two and a half minute lead over second place.

McCann went on to take fourth place after being dogged the entire day by Ken Law.





Jason Cayer took a break from the enduro series to race Woodsocross and finish second overall.

Law finished twenty seconds back in fifth place. Pat Timothy, who had been running with McCann and Law for the first three laps, smashed and broke his foot on the third lap, ending his day and possibly putting him out for the remainder of the year.

In the Expert class, it was Brian Lawson on his Yamaha 125 taking the class win. Lawson also finished seventh overall for the day. Russell Bain, Expert Vet rider, and Ken

<b>Woodsocross Class Results</b>			3. M. Senilla Yam			4. D. Butcher KTM			3. Larry Piers Yam		
<b>Overall Champion</b>			4. J. Butler Yam			5. F. Bauer KTM			4. D. Kanney Yam		
<b>A High Point</b>			5. E. Banier Hus			<b>Super Senior</b>			5. R. Santherson Yam		
Josh McLevy Hon			<b>Novice 125</b>			1. A. Carniani Kaw			<b>Expert 250</b>		
Brian Lawson Yam			1. Brian Sebben Yam			2. P. Lessier KTM			1. Charles Timothy Hon		
<b>B High Point</b>			2. A. Moore Yam			<b>Amateur 250</b>			2. Robert Speroni Hon		
Chris Panzella Hon			3. C. Downie Hon			1. P. Cosgrove Kaw			3. Brian O'Neill Kaw		
<b>C High Point</b>			4. Robert Rowe, Jr. Kaw			2. S. Jason Suz			4. Robert Carlson Suz		
Joe Senecal Yam			5. K. Kessler Hon			3. R. Peterson CRE			5. Bruce Yuill Yam		
<b>AA</b>			<b>Novice 200</b>			4. G. Bandedt Hon			<b>Expert 200</b>		
1. Josh McLevy Hon			1. Robert Hart Kaw			5. S. Robert Hon			1. Jasse Berthiaume Yam		
2. Jason Cayer CRE			2. J. Menard yam			<b>Amateur 200</b>			2. Steve Formanek, Jr. Kaw		
3. Todd Levesque Yam			3. E. Garcia Kaw			1. J. Senecal Yam			3. Brett Costello Yam		
4. Randy McCann Kaw			4. C. Walsh Kaw			2. Ryan Dellaghelan Yam			4. Denny Anderson Kaw		
5. Ken Law Yam			5. B. Chernar Kaw			3. Brian Wozniak kaw			<b>Expert Open</b>		
<b>Junior</b>			<b>Novice Open</b>			4. M. Penistere Yam			1. Ken Valentine KTM		
1. Boyd Brower, Jr. Yam			1. S. Reynolds Hon			5. Albert Joachin Yam			2. Jim Simcock KTM		
2. Drew Carpenter Yam			2. J. Condeiro Hon			<b>Amateur Open</b>			3. Chris Cramer Hon		
3. Nathan Kanney Hon			3. T. Doner Hus			1. Lorne Goralnick Hon			4. Mark Burdick KTM		
4. Derek Phelps KTM			4. T. Canesi KTM			2. Casey Griswold KTM			5. Dan Salomone KTM		
5. Brian Sebben Yam			5. T. Reynolds Hon			3. P. Vansryswood KTM			<b>Expert Veteran</b>		
<b>Mini</b>			<b>Novice Four Stroke</b>			4. D. Walter KTM			1. Russell Bain Hon		
1. Robert Rowe, Jr. Kaw			1. B. Bertrand CCM			<b>Amateur Four Stroke</b>			2. Lee Pellieter Hon		
2. Brian Choquette Hon			2. P. Murphy Hon			1. A. Castagna Hon			3. Mike Pydyck Yam		
3. William Rowe Kaw			3. J. Grant Hon			2. Austin Jalbert Hon			4. Scott Raymond Kaw		
4. Scott DeCosta Kaw			4. C. Nicholas Hon			3. J. Simeon Kaw			5. Fred Goldberg Hon		
5. S. Higginbottom Hon			5. M. Naki Hon			4. W. Carpenter Hon			<b>Expert Senior</b>		
<b>Women</b>			<b>Novice Veteran</b>			5. S. Anes Hon			1. Steve Formanek Kaw		
1. Sally Haber Kaw			1. M. Kraskovskas Kaw			<b>Amateur Veteran</b>			2. John Dunn Kaw		
2. Heidi Landon Kaw			2. R. Burr Yam			1. Lance Longo Suz			3. Steve Wilcox Suz		
3. Sue LaFlamme Kaw			3. S. Poplasky Hon			2. R. Orlick Yam			<b>Expert Four Stroke</b>		
4. Pam McCann kaw			4. R. Hanper Hus			3. Craig Pratt Suz			1. Matt Jalbert Hon		
5. Dawn Silva Kaw			5. D. Galley KTM			4. Dave Dzenutis Hon			2. C. Burdick Hon		
<b>Novice 250</b>			<b>Novice Senior</b>			5. Robert White CRE			3. Jerry Shinnars Kaw		
1. Joe Senecal Yam			1. B. Pisher Kaw			<b>Amateur Senior</b>			4. M. Haas Hon		
2. A. Reo Krm			2. J. Corliss KTM			1. Chris Fahan Hon					
			3. M. Jakubowski Yam			2. J. Hall Hon					

Valentine, Expert Open class, also finished in the top ten.

The Junior event, which was run earlier in the day, had a new winner. Boyd Brower went on to take the class overall with almost twenty seconds on points leader

Drew Carpenter, who finished in second. Nathan Kanney took third place, down another thirty seconds. Robert Rowe continued his dominance in the Mini class, taking the class win with three minutes over second place Brian Choquette. □

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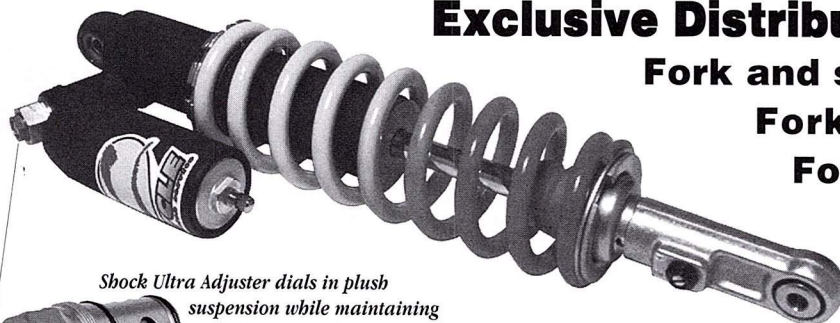
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# More KLX300 Set-Up

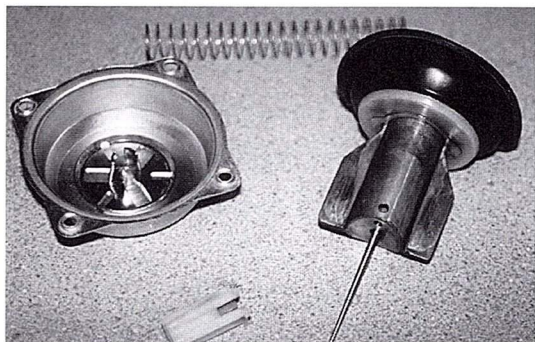
## One final look at the '97 KLX

By Mark Uth

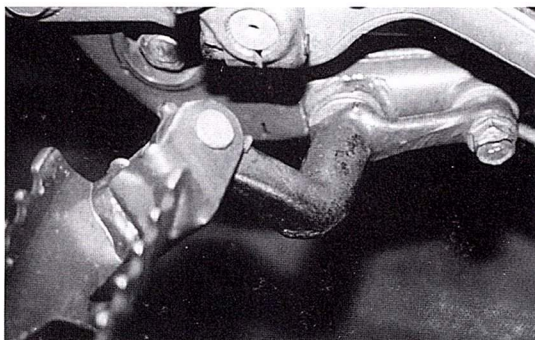
With another thumper, a Husaberg, to occupy his time, Clip decided this summer that the Tech Editor should spend some time aboard the Trail Rider '97 KLX300 in order to become more acquainted with the fast growing four-stroke dirt market. Some time spent in the saddle, however, casually trail riding the KLX was soon to prove quite different from the rigors of racing it. Our previous experiences with the KLX were pretty much all positive—a lightweight chassis and good suspensions wrapped around a honey of a motor. What could go wrong? Well, we soon found out that while a competent starter under normal conditions, when pushed hard (read: under racing or hard trail riding conditions) the motor gets hot enough to throw a serious monkey wrench into our kick starting bliss. We were repeatedly stung by hard starting habits, generally attributed to two problems, carburetion and kickstarter/footpeg interference. So, after considerable additional wrangling with the KLX, here's our finale of lessons learned.

### Starting I - Carburetion

Be advised, the KLX was identified as a finicky starter from day one. Our first day riding the bike was spent last spring in an ice filled Bertino swamp. The slick, slow going swamp tundra soon had Clipper revving the guts out of the little 300cc mill, attempting to traverse slick logs and frozen puddles, heating things up plenty in the process.



Pieces of the CV carb. The lower hole in the carb slide is drilled out for more response. Below: The offending footpeg bracket. Hopefully someone will make a stronger one.



Surprisingly (at that time), every time the motor was stalled, a twenty-something kicking ordeal ensued. Vigorous cursing didn't help, either.



Tech editor Uth stand the KLX up, with the stock carb. Bottom-end response is better with the Stroker carb.

At the time, we attributed the starting woes to the cool temperatures. Surely things would improve when the weather gets nice. Also noted, the bike's constant velocity (CV) type Mikuni carburetor had this annoying throttle response lag associated with the time needed for the engine to spool up and produce sufficient vacuum to lift the slide. Not soon after, Clip was on the phone with Stroker Racing trying to secure Stroker's Mikuni pumper carb KLX kit for testing. With the new pumper Mikuni installed the KLX was more responsive off the bottom and exhibited somewhat improved hot starting capabilities. Still not perfect, however. While the bike would start fine 90% of the time, that other ten percent always seemed to occur at the most inopportune of times (you know, in the middle of special tests, on the gnarliest of hills or trail obstacle and/or any other times when on the gas hard). We known that some thumpers start easier when running on low (87) octane fuel (versus premium pump or race fuel), so we tried a tank full of regular pump gas, without success.

Back to the drawing board. On the phone again, conversations with racers soon determined that many were still using the stock carb with good results, so we switched back. The small hole in the bottom of the stock CV carb's slide was drilled out one drill size in order to improve throttle responsiveness (see last month's TR Toolbox). After some more hot weather abuse, the poor starting character-

istics were again confirmed, as the motor was often kicked until raw fuel could be smelled. A wide open throttle was then used to effect starting. This lead to the conclusion that the stock jetting is rich on the bottom (35 pilot, 135 main). Four stroke carbs have a fuel (mixture) screw, vice an air screw, and the KLX's was adjusted at the obligatory 1.5 turns open. Mixture screws work exactly the opposite of the air screws common to two stroke carbs. Thus to lean the bottom end out some, the mixture screw was closed an additional half a turn (now set at 1 turn out from full closed), which resulted in a modest improvement in starting (read: it was only about half as finicky as before). Finally, another half turn closed on the mixture screw seems to have gotten things just about right.

### Starting II- Footpeg/Kickstarter Interference

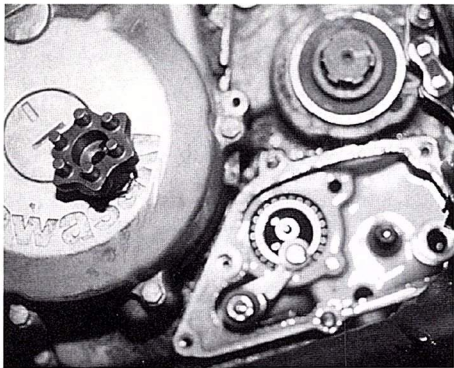
Confounding our starting problems was a weak right side footpeg mounting bracket design. The KLX is meek on ground clearance to begin with, and the foot pegs are located a little lower to the ground as well. What this means is that you really have to be careful with your feet, as the foot pegs are often bashing into things that you'd normally miss. This doesn't matter too much in the sand, however rock riding metes out plenty of punishment on the foot pegs and their mounts. The right side footpeg mounting is especially vulnerable. It's a cantilevered bolt-on unit of cast mild steel, that is shaped to allow the kickstarter to pass between it and the frame during the downward stroke. Unfortunately, it sticks straight out from the frame, just begging to be smashed, a prophecy that didn't take long to fulfill.

When racing the bike at this years Foggy Mountain Breakdown Enduro, the right side footpeg mounting bracket was repeatedly bashed in enough to close it up, somewhat. This prevented the kick start lever from completing a full stroke and often ended the stroke wedged between the footpeg mounting bracket and the frame. Thus it couldn't rebound for the inevitable next kick. Straightening out the footpeg mount proved only a temporary fix, as the next rock encountered quickly reintroduces the problem. After Foggy Mountain, the footpeg mount was removed for proper straightening. During reinstallation some shims (read: washers) were inserted between the footpeg mount and the frame (about 1/16" - 1/8" thick). This provided needed additional clearance for the kick starter and has worked well since. However, surely a really horrific crash would lead to the same problem. A long term solution would be some sort of aftermarket and/or modified stock footpeg mounting bracket that would have an angled gusset welded to the front of the peg mount, which would add strength as well as deflect rock-induced blows to the mounting bracket.

### Starting III—Modifications

Talking to Thumper Racing about the KLX starting woes brought a few more sugges-





Re-grinding the profile of the lugs on the shifter "star" (sitting on top of the engine cover) helped the shifting out immensely.

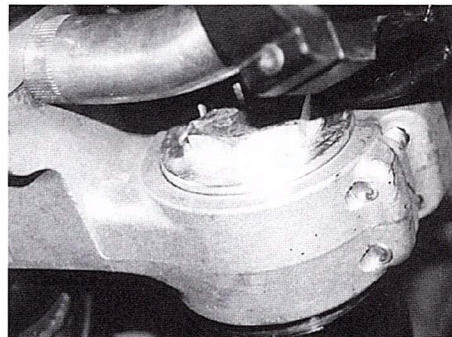
tions, but not the solution. Gary Hazel, Thumper's KLX guinea pig, says that some of them start easy, some don't—it all depends on the mystery of how it was put together. Hazel does say that one modification that will really help is to install a manual decompression lever, such as sold by Stroker, and do away with the stock auto decomp system. "With the stock setup, you can't feel top dead center, and if you kick it halfway down the stroke there's no way it'll start," Hazel tells us. With the manual lever you can pull it to nudge the kickstarter into position, and you can find TDC real easy. Another suggestion Gary had is to remove the stock kickstart lever and shorten it. A shorter lever reduces the amount of leverage you have, but it spins the engine over faster, which will also help starting. You can contact Thumper Racing by calling (903)938-0570..

#### Handling

The suspension set-up on the Trail Rider KLX has no doubt been its shining star. Rear geometry changes using a DeVol rear suspension link and a revalved fork and shock by Enduro Experts has made this one of the plushiest bikes in recent memory for rock riding, and yet (with some clicker spinning) a competent sand whoop weapon. Our one complaint was that it seemed to have a tendency to hunt for a line in fast sweepers, rather than inspiring the confidence needed to attack them. With the trick adjustable DeVol link set on the minus (-) position, the back end was raised some (providing needed ground clearance), while giving the bike more of a front end bias. Hence our twitchiness. To negate this effect, we lowered the fork in the triple clamp, all the way to the fork cap/slider junction. This has improved steering considerably, although it's still not as stable in turns as, say, our KTM. ECEA AA rider Marc Grossman, who raced a KLX at the ISDE this year, told us that Stroker Racing is coming out with an aftermarket triple clamp intended to improve handling. No doubt an expensive solution, the new triple clamp used in conjunction with the DeVol rear suspension link is alleged to be the final piece of the KLX handling puzzle, one that we'd certainly like to get our hands on.

#### Shifting

One characteristic of the KLX that's been held over from previous years is a tendency to not complete shifts. It doesn't jump out of gear, like most people believe; what it does is never really jump into gear with any authority. Therefore, if you take a really wimpy stab at the shift lever—which seems to happen about every dozen shifts or so, with us—the bike won't complete the shift



We lowered the fork tubes all the way down into the triple clamps, and with our suspension setup it now feels much better.

and it leaves you in a false neutral. Not the quick way up the hill, we'll say. The cure for this is a change in profile of the "teeth" on the shifting "star," located on the end of the shifter drum. We took ours out and sent it to Cycle Gear in Richmond, California, and they did the grind on it and sent it back. The result was much more precise shifting, and we'd recommend it. (510)236-7384 is the phone number, and they can tell you when and how much. Many riders also add spring tension to the system, but you're on your own here.

With that, we think we have the KLX set up right. As such, it's proven to be a competent trail bike and racer of potential. The motor makes such fine power that except for the hot starting woes, could easily satisfy the most biased of two stroke enthusiasts. It's a nice bike, made even better by a little serious fiddling. □

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# Trail Rider TOOLBOX

By Mark Uth

## Sorting Out Suspension Setup

**F**actory set spring and damping rate selections and associated suspension performance are frequently the whipping boy of choice for poor dirt bike handling characteristics. More often than not, however, this is a bum rap; as handling problems are more likely rooted to poor suspension setup. What we mean by poor setup here is ineffective installation, adjustment (other than just clicker spinning) and maintenance of otherwise adequately functioning suspension components. Setup woes can be further defined as an improper adjustment of a bike's frame/layout to a specific rider's weight, riding style and the terrain to be traversed. Differentiating

bike setup woes attributed to handling, from related suspension problems, is quite the Rubik's Cube. The truth is, the two are like Siamese twins and can't be completely separated. For the purpose of this quest for improved handling, we've regulated suspension performance/adjustments to step-sister status, assuming that once a good handling platform has been achieved, then clicker spinning or revalving can take care of the rest.

The crux of the problem leading to poor bike handling characteristics and suspension performance is unbalanced weight distribution and/or suspension action between the front and rear ends. This leads to an improper weight distribution over the wheels in certain riding situations and subsequent quirks in steering, handling, and braking. There are several ways to adjust the weight bias and steering effectiveness of your scooter, which are easy to implement and have a significant effect on overall bike handling.

### Fork/Triple Clamp


Fork and triple clamp position is perhaps the most overlooked and under rated of adjustments, but it has a huge effect on bike handling. Along with other adjustments to be discussed further on (e.g., rear end ride height), fork position within the triple clamp directly determines weight bias front to rear as well as steering head angle. Even small changes in the fork/triple clamp position have a tangible effect on handling that can be easily felt on the track or trail. Some manu-

facturers (e.g., Marzocchi) even have lines etched into the top of the fork tubes to aid in this adjustment.

Adjustments to the fork/triple clamp position work like this: Raising the fork in the triple clamp effectively shortens the front end and results in two changes to handling. First, there will be more of a weight bias on the front wheel, effectively helping the front end stick in places where it might have otherwise washed out. Secondly, this slightly increases the steepness of the steering head angle, making for a quicker turning platform. Conversely, lowering the fork in the triple clamp effectively lengthens the front end, shifting weight to the rear and raking out the steering head angle. This can be effective in situations where a more stable, deflection-proof ride is needed, such as in rock gardens or high speed work, or with front ends that are twitchy and/or hunt for lines.

Bikes that are hard turners (read: hard to initiate turns), that wash out the front wheel and have a tendency to climb out of ruts to the outside of turns will benefit from raising the fork in the triple clamp. On the other hand, twitchy front ends that knife in and/or try to climb out of ruts to the inside of turns might need the fork dropped some.

Head shake is another nasty handling trait that is often tied to steering head angle and front end length. Convention says that a longer front end (you know, more stability) is the tried and true means to reducing that predicament. The problem is, that solution



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can turn your bike into a steering slug, making the cure worse than the symptom. The truth is, head shake is actually an oscillation problem compounded by constructive interference. We've found that on many bikes, not only can it be reduced conventionally by lowering the fork in the triple clamp, but oppositely, by raising it as well! This works because any movement, either raising or lowering, serves to reduce the constructive interference that makes head shake so scary. Be advised, every bike is unique, and as with all tuning, a careful adjustment and testing process is necessary.

#### Rear End

Rear end ride height, and subsequently suspension sag, also has the ability to affect handling through changes to the weight bias of your scooter as well as suspension action itself. Sag adjustments are accomplished with changes to fork and shock spring preloading. The catch is, every adjustment to sag is complicated by additional required adjustments and testing to associated shock/fork damping. Furthermore, sag adjustments are directly tied to spring rate, and effectively help the tuner determine the proper spring for a given rider's weight. While there are conventions with respect to the amount of sag and allowable adjustment ranges, factory settings do vary from bike to bike. We'd recommend you hunt up a owners manual for those applicable to your particular bike. In lieu of that, generally accepted sag conventions are: Rear Sag (with rider): 100mm  $\pm$  10mm; Rear Static Sag: 20-35mm; Fork Static Sag: 20-35mm.

Since sag more directly affects suspension component performance, it's preferable to set sag to optimize suspension performance, and then adjust the fork position to correct any handling quirks. Even so, be advised that

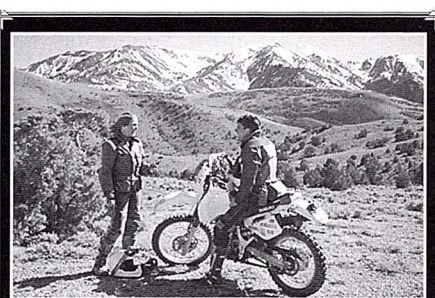
sag choices (and suspension performance) can affect handling the same way as fork position, by changing weight bias and steering head angle. As the rear end settles more (more sag), the front end becomes lighter and more raked leading to slower steering, the dreaded tendency to push in turns, and potentially more straight line stability. Less rear end sag has the opposite effect, raising the back end and increasing front end bias and steering head angle.

Aftermarket rear suspension links sold by DeVol Racing, Stroker Racing, et. al., are another means of changing weight bias and steering head angle, effectively altering the rear end ride height without messing with rear sag and all the other headaches associated with that. The DeVol Link, which we recently tried on our KLX300, was especially trick as it permitted sight changes to link lengths (using a neat, adjustable eccentric hole design) for the ultimate in ride height adjustments.

#### Miscellaneous

Surprisingly, handlebar bend and position within the triple clamp is another parameter in the handling equation which indirectly changes the riding position and subsequent distribution of the rider's weight on the bike. Handlebars that permit the rider to extend up and over the triple clamps, placing more weight bias on the front wheel, can greatly aid turning prowess. Conversely, handlebars that allow a rider to slide further back on the bike can improve stability through the rough.

Finally, poor maintenance habits, leading to worn and/or malfunctioning suspension linkage and other components preclude any reasonable means of improving handling. Wisdom says you don't re-jet a tired motor, nor can you achieve effective handling with worn out suspension components.  $\square$



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# DELAWARE DUEL

Lafferty cashes in at the season finale

By Paul Clipper

Delaware City, DE 10/26

**F**or the first time in at least three seasons, the outcome of the AMA National Enduro Series was hardly a mystery by the time the season-closing Delaware enduro rolled around. The season overall had been locked up two events earlier by Michael Lafferty, but you'd never know it by the feeling in the pits before this 34th running of the Delaware Enduro Riders' classic. Lafferty might have had the championship, but he still wanted to put on a show for the local crowd. With little fanfare and some very intense riding Lafferty did just that, smoking the hundred mile course with a total score of 42, nine points better than second place.

Lafferty's main rival, Team Yamaha's Randy Hawkins, was also on hand for the event. Hawkins passed up the GNCC in Virginia to come to Delaware, but unfortunately his ride was short-lived. Before four checks had passed word came back that Randy had packed it in with ignition woes on his YZ, and was on his way back to South Carolina.

That left Lafferty to do battle with series rival Matt Stavish, from Blaine, Minnesota, who was sitting second in points with no chance to catch Lafferty; as well as Kevin Hines (CRE), and Fred Hoess (Suz)—who recently wrapped up the East Coast Enduro Association championship. Local riders who also could cause trouble included Michael's brothers Richard and Jack, who are always a force at ECEA events..

The DER delivered their usual technically demanding course, and started right away with back to back timekeeping sections located in what used to be a late-point special test. The first, second and third checks were located exactly three miles apart at 18 mph, which would make it child's play to burn for any rider not paying attention. All of the top riders weren't fooled here, with the exception of former ECEA champ Kevin Bennett (Hon) who stumbled into check three a few seconds too soon to

put two extra points on his card.

Things started happening after the fourth check, which was a check-in to a typically tight Delaware section; a mixture of field edges, hardwood forests and the infamous Delaware phragmites reeds—eight foot high marsh reeds with a path hacked out of them; sort of like running wild in a grown corn field, without the vegetables. The first real points-taking section took three points from Lafferty, as well as Stavish, Hines and Bennett, establishing the first three as the leaders, while Bennett nursed his two extra burn points. A trip through the Delaware Sluice water hazard was no problem due to a 2 mph section, and after that the riders were treated to the first gas stop and a start control to the second loop..

To most riders, including the B and C class especially, the four checks within the next section were all points-takers, causing massive point additions to most scores. The top riders, however, carded zeroes at the first to the section, check number seven, including Lafferty, Hoess, Hines, Stavish, Bennett, and Michigan's Alan Randt (KTM). After that, the work started. Lafferty set the pace with losses of four, five and seven points at the three checks; checks eight, nine and ten, while everyone else tried to keep up. Stavish, Hines and Bennett each

dropped four at check eight, then things changed. Stavish stayed closest to the mark set by Lafferty, finishing the section with a 7 and 10 to Lafferty's 5 and 7. Hines went 8—11 over checks nine and



Drew Smith might be eligible for the Senior class, but that doesn't stop him from finishing eighth overall, riding a CR125 Honda.



Fred Hoess rode all day with a frying clutch, and was lucky to finish with High Point A.



National Champion Michael Lafferty wanted to win Delaware in front of the home crowd, and this time he got his wish.





Randy Hawkins started out strong, but an ignition failure put him out early.



Jack Lafferty Jr. finished third A 250, tied with brother Richard with a 63.



Matt Stavish charged hard, finished second, and ensured himself the #2 Enduro plate for the year.

ten, as did Bennett. Coming very close was Fred Hoess, who checked out with 8 and 10, but Fred had rolled over to a five at check eight, leaving him with the same loss as Hines and Bennett..

Going into the second gas it was now a race between four riders. Lafferty led the crowd with only 19 points lost. Stavish was second with a 24, Hines third with 26, and Hoess right behind him with a 27. Bennett had a 28, still suffering from the earlier burn, and Alan Randt, who was riding more for fun than points, had a 33 card. Lafferty's brothers, Rich and Jack, had their own battle going within this top ten, with Jack coming into gas with 30 points lost, and Rich right behind with 31.

The next loop featured 40 miles of relentless Delaware terrain that the C riders were excused from. The B and A class were treated to a tricky check-in after the gas that sat three tenths of a mile off the road, and if you weren't watching your route sheet for possible you could be lulled into turning off the road at the top of your minute and be surprised when you used all your minute just getting to the check! This tripped up Jack Lafferty Jr., who was the only rider in the top ten to miss the flip, and then the fun began. More too-tight trails and slippery woods filled the spaces between checks 12 and 13, and once again Mike Lafferty was the man to beat. He dropped 7:55 at check 12, and 12:55 at 13; and frankly no one else came close. Stavish did the best with a 8:21—14:37, while Hoess and the Lafferty brothers all clock through with 10—17 and change. Hines may have made a difference in the loop had he not run out of gas on the way to check 13. He had 8:21 at 12, but then 16:51 at 13, which cemented him firmly in third place.e..

Another gas stop and then roughly 10 more miles of trail carried the survivors into the finish, where Mike Lafferty was crowned king with a final score of 42. Stavish was closest to him with a 51, and Hines finished up with 55 on his card. Hoess claimed fourth overall and High Point A with 59, and then a trio of 63 point scores made up the next finishing positions, with Richard Lafferty, Jack Lafferty Jr., and Kevin Bennett finishing in that order—all neighbors, all very evenly matched!!

Veteran enduro rider Drew Smith claimed eighth overall, with a score of 68 points, followed closely by another vet from the enduro wars, Alan Randt, with a 69. Alabama Yamaha rider Mike Monroe rounded out the top ten with 70 points to his credit.



Who would ever had thought that we'd be looking at Kevin Hines and Randy Hawkins as a couple veterans of the sport, but here they are. At least they're not grey-haired...yet.



Alan Randt took the day off from pitting Michael Lafferty, and rode to a good finish overall.



Rich Lafferty battled with his brother Jack, tied scores, and wound up beating him in the A250 class--the AA was just a National class in Delaware.



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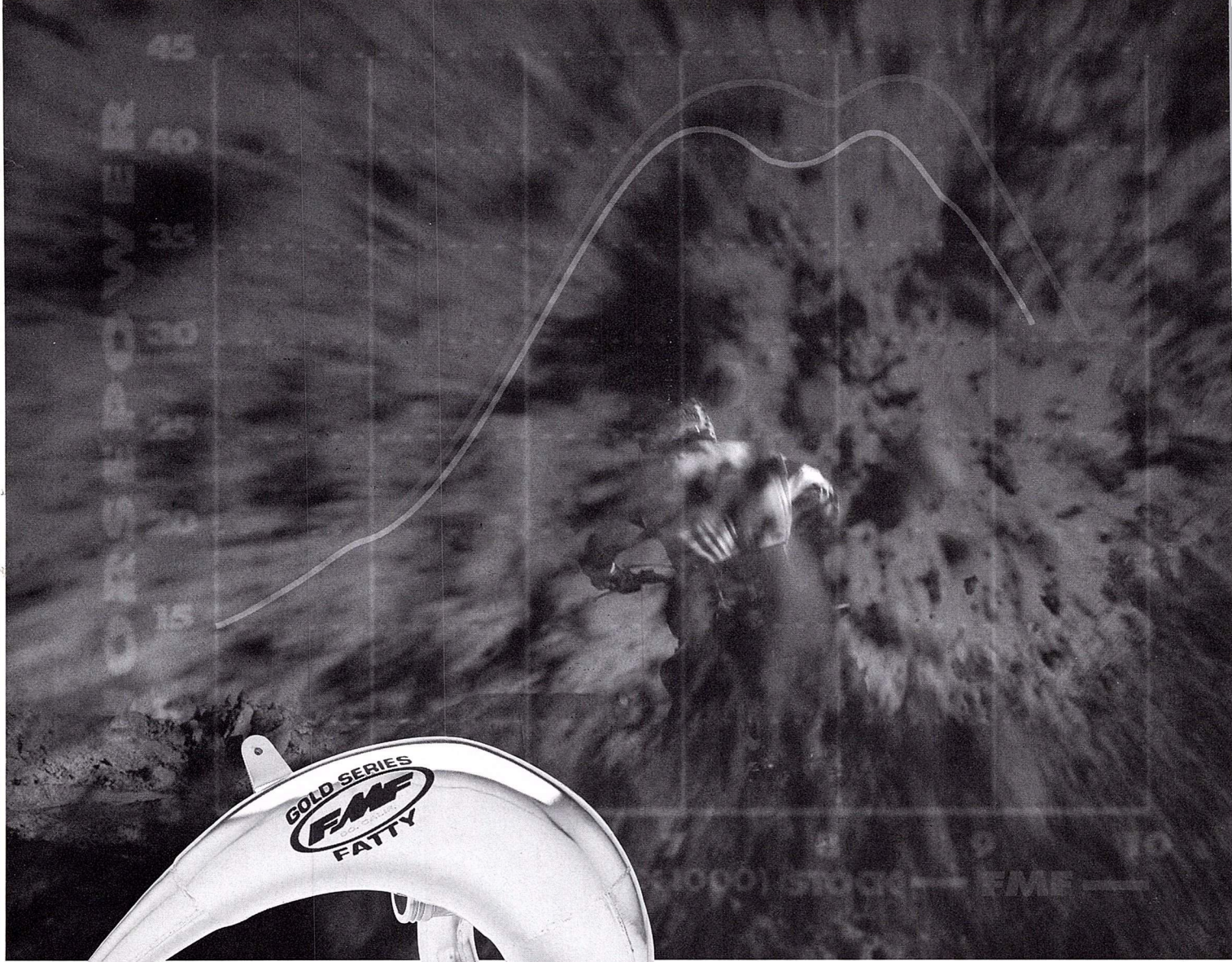
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Steve Stiller was the top B class competitor for the day, and he took home the High Point B award with a score of 112. Charles Sullivan won the High Point C trophy with a total score of 47 over the shortened C course. Specialty classes included a Masters class that was won Ed Kistler of Rapid City, South Dakota, who traveled to Delaware for this ride for the seventh time in so many years. Ed dropped 83 points. Finally, one ambitious lady entered the Women's class, starting on row 100 because she "didn't want to hold anyone up." Merle Compton made it as far as the first check, where she was only a minute late, and then decided to pack it in for the day. That was still enough to give her the class win! □

<b>Delaware State National</b>		
<b>Unofficial Results</b>		
Mike Lafferty	KTM 42	
<b>Grand Champion</b>		
Fred Hoess	Suz 59	
<b>High Point A</b>		
Steve Stiller	112	
<b>High Point B</b>		
Charles Sullivan	47	
<b>High Point C</b>		
<b>A 200</b>		
1. Drew Smith	68	
2. Jerry Madore	70	
3. Troy Coopersmith	98	
4. Robert Mohn	102	
5. Todd Quinn	135	
<b>A 250</b>		
1. Fred Hoess	59	
2. Richard Lafferty	63	
3. Jack Lafferty Jr.	63	
4. Mike Monroe	70	
5. Dave Libovsky	70	
<b>A Open</b>		
1. Forrest Tobin	72	
2. Michael Slechts	96	
3. Dean Spencer	115	
4. Tim Hart	127	
5. Cliff Tenney	169	
<b>A Veteran</b>		
1. Rich Moyer	111	
2. Mark Uth	119	
3. Ken Law	123	
4. Jim McCommon	124	
5. Wayne King	125	
<b>A Senior</b>		
1. Steven Hashman	92	
2. Kevin Davis	92	
3. John Farrar	98	
4. Kevin Kueznar	162	
<b>A Four Stroke</b>		
1. Curt Wilcox	84	
2. Mark Hummel	93	
3. Lew Smith Jr.	134	
4. Joe Wallace	136	
5. Ken Zabrowski	162	
<b>A Super Senior</b>		
1. Jack Lafferty Sr.	146	
2. Terry Flynn	154	
3. Scott Wolfersberger	170	
4. Ralph Wickersham	198	
5. Jim Vandenberg	271	
<b>B 200</b>		
1. Tim Saville	178	
2. Joe Newman	229	
3. Steven Fox	233	
4. John Lambert	248	
5. George Sigler	256	
<b>B 250</b>		
1. Dan Sharpless	124	
2. Raffi Peterson	148	
3. J. Cardozo	168	
4. Mike Kilduff	174	
5. Peter Burnett	ck.12	
<b>B Open</b>		
1. Michael Crum	136	
2. George English	223	
3. Paul Bitting	228	
4. Stephen Jamison	281	
5. Tim Gallagher	ck.12	
<b>B Veteran</b>		
1. John Ross	120	
2. Rob McNeel	149	
3. Mike Dolecek	182	
4. Tim Kohl	219	
5. Anthony Sutton	221	
<b>B Four Stroke</b>		
1. Chris Crull	ck.12	
2. Doug Van Horn	ck.12	
3. Bradley Barr	ck.12	
4. Gary Cramer	ck.12	
5. Kerry Koeller	ck.12	
<b>B Senior</b>		
1. Mike Nati	287	
2. Ron Callahan Sr.	ck.12	
3. John Wernsdorf	ck.12	
4. Barry Spires	ck.11	
5. Earl Moats	ck.11	
<b>B Super Senior</b>		
1. Karl Lagus	87	
2. Joe Curti	100	
3. Farrell Lord	119	
4. Tim Stibitz	126	
5. Fred Majork	150	
<b>C 200</b>		
1. R. Lacombe	54	
2. K. Reed II	57	
3. D. Glenn	58	
4. T. Yengst	59	
5. K. Cammon	59	
<b>C 250</b>		
1. T. Wilson	56	
2. C. Vecchione	60	
3. M. Berenbak	60	
4. D. Piemenpesi	62	
5. M. Hanes	66	
<b>C Open</b>		
1. M. Graham	56	
2. K. Dodson	56	
3. M. Coulston	64	
4. J. Bald	66	
5. C. Tlack	68	
<b>C Four Stroke</b>		
1. B. Fox	56	
2. John Lible	61	
3. D. Daniel	62	
4. K. Plummer	62	
5. P. Bicsak	64	
<b>C Veteran</b>		
1. R. Ostermann	50	
2. H. Muckelston	58	
3. S. Kelley	61	
4. D. Allen	62	
5. J. Korsello	64	
<b>Masters</b>		
1. Ed Kistler	83	
2. R.A. Hoover	121	
3. Ed Baker	144	
4. Tim Corbin	ck.4	
5. Joe Galie	ck.3	
<b>Women</b>		
1. Merle Compton	ck.1	





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# MOHAWK ENDURO

A flood, the mud, and crowning the King of Tech Tubes

By Paul Clipper, photos by Cheri Alix

South Adams, MA 10/5

**W**ho, look! His knuckles are bleeding! It's gonna be a great day!" Irwin said, watching me frantically trying to get the throttle slide out of my carburetor.

"Yeah, I'm glad we stopped, how about you?" said one of the other sweep riders to the crowd. "It's not every day you get to see something like this."

"And with the mud and all, this is just great!" said one of the others.

I thought I'd be witnessing a group hug any minute. These guys were enjoying life to the fullest this morning, and coming upon me working on my bike alongside the paved road, well, that was just great with them. I had been riding along, the first few miles of the Mohawk enduro, cruising down the pavement and pulled up next to Tommy Norton to say something to him, and suddenly my bike was idling and the throttle wasn't doing anything at all. I wobbled to a stop and grabbed the throttle cable and worked the throttle—it was still connected—and that meant that either the cable had broken or something had happened inside the carb.

Unfortunately, on a Husaberg 400 in order to get at the carb you have to take the tank off. And the seat. It's probably the same way with most bikes, but at least the Husaberg only has one nut—that you can easily see—holding the tank on. There's a couple of hoses as well, one for fuel and one for vacuum to the fuel pump, and then the seat and you're good to go. Irwin Moiseff and the rest of the sweep riders rode up while I was doing all this, and soon I had the gas tank out on the street, the seat, my gloves and fanny pack. Full yard sale.

"You know, it's not every day we get to watch a celebrity work on his bike."

"Look at the way he dropped that washer! This is great."

I was in luck. The brass retainer had simply unscrewed from the throttle slide, something I've never seen before, but screwing it back in and tightening it up solved the problem, so I threw the bike back together and left, minus only a little blood and sweat. Oh yeah, and 14 minutes down going into the first section. Not a very auspicious start for a guy who was hoping to win the B Senior class that day, but it sure was a typical enduro situation.

It would have been an absolutely perfect day in the Berkshires, if it wasn't for the line of thunderstorms that wailed down on us while we were sleeping the night before. Last weekend was the Rubber Cow enduro, and it was dry as your tongue on the starting line of a motocross. Today, we had already gotten a little sample of the woods right off from the club house, and it was definitely going to be a trial by slime.

This first section was a little uphill/downhill cart road littered with the biggest rocks we'd see all day. I wanted to fly on it, but I learned right away that I could either wear myself out trying to muscle the big four stroke, or just

cruise through it and try not to crash. It was going to be a long day, and at this point I was resolved to just finish, in light of the 14 point deficit, so I just cruised.

It was lonely out there. All that was left of the 120 or so starters was the muddy rut they left behind. The first person I caught up to was Dawn Silvia, a new recruit to the enduro ranks—Women's class—with a hole in her radiator and the prospect of a short ride with the sweep riders in front of her. Too bad, because last weekend she had finished the King Philip enduro; her first one. She usually races hare scrambles, but it looks like her and her husband Larry are enjoying the enduro thing. Great! Good to have them along.

I am still naïve enough to expect a short first section in an enduro, and being naïve I was amazed at how this first section just seemed to go on and on. The cart road turned onto a powerline, and though we were now more or less free of the big rocks, we began to see what the mud was all about. Here was where I started running into traffic. There was a nasty little hill where the trail turned right into the woods. Someone was stuck on the powerline hill, but I followed the arrows and got stuck in the woods. I maneuvered and wrestled the Hindenburg up the hill then

lost the trail. "Where's the trail? Where's the arrows?" I hollered to a guy dead on his bike. "Back to the powerline!" he yelled back. Duh. Why'd I take the trail into the woods? I could have gotten hung up right on the powerline instead.

Got back onto the powerline, climbing up and up, loose rocks, mud, some sandy soil, another climb or two, plenty of company. To tell you the truth, I don't even remember the first check, but I know I came to it eventually and I left it 26 points down. 26 points in the first section! I knew Norton and Cayer wouldn't drop that all day, but at least it was Brand-X rules, where you assume the new minute, and I was back on time. If this was AMA rules I'd be carrying that 14 points maybe all day long.

Tommy Norton and Jason Cayer were the subjects of the enduro battle, going into the Mohawk; Tommy the brash new enduro beginner and Jason the reigning NETRA champion. They both blew through the first section considerably faster than me, but they also had more traffic. Norton aid that every hill looked like the beginner slope at a local ski area, with dozens of bikes stuck or crashed. Riding back on 25 he had nearly everyone in front of him on those hills, but he still went through and

dropped a five at the check-out. Five was good, but four was the score to beat, set by Cayer and enduro veteran Rick Claxton. Joining Norton with a five card was fellow AA class competitor Bob White, and Jim Burns, who rides the A Four Stroke class on a Husaberg 350.

Following the first check-out were three checks that were zeroes for the top guys, although the second two were a little tight for us mortals. The next really tricky check was at the end of a 12 mph section, and the check was placed just a little short in mileage—all within the rules, though. A



Above: Overall winner Bob White. Left: Tom Norton finished third overall.



Raffi Peterson was again B High Point at the Mohawk, with a 42-point card.



Kevin Howley picked up his second High Point A of the season, and possibly AA status for '98.





B Four Stroke winner Brian Leibenthal puts away from the gas stop.

#### Mohawk Enduro

Bob White CRE 11

#### Overall Champion

Kevin Howley KTM 18

#### High Point A

Raffi Peterson CRE 42

#### High Point B

S. Loring KTM ck.7-55

#### High Point C

#### AA

1. R. Claxton CRE 12

2. T. Norton KTM 13

3. J. Cayer CRE 15

4. P. Milliken KTM 17

5. J. McLevy Hon ck.7

#### A Bantam

1. H. Neff KTM 25

2. S. Antoniou Kaw 35

3. P. Tanner CRE 43

4. N. Dennett Yam 51

5. J. Cooney KTM 59

#### A Light

1. M. Bingham Suz 39

2. J. Kelly Hus 46

#### A Heavy

1. M. Zahansky KTM 42

2. B. Sironen KTM 47

3. M. Nash KTM ck.3

#### A Four Stroke

1. J. Burns Hbg 20

2. R. Seymour Hon 57

3. B. Drummey Hon 60

4. T. Murphy Hus ck.10

#### A Veteran

1. D. Cowan Kaw 40

2. F. Goldberg Hon 51

3. S. Fischer CRE 49

4. G. Wurlitzer Hon 60

5. M. Cyr Hon ck.7

#### A Senior

1. D. Ellingwood KTM ck.10-34

2. J. Stoddard KTM ck.10-42

3. B. Johnson Hon ck.10-46

4. R. Rodrigue KTM ck.7

#### Super Senior

1. K. Goodell CRE 50

2. G. Razee Hon ck.10

3. T. Farley CRE ck.4

#### B Bantam

1. B. Edwards Kaw 66

2. M. Peristere Yam ck.10-41

3. M. Laughlin Kaw ck.10-42

4. C. Borovicka Hus ck.10-43

5. K. Bessette Kaw ck.10-59

#### B Light

1. G. Arnold Suz 60

2. B. Lee KTM ck.10-59

3. M. Bouvier Hus ck.7-61

4. E. Degray Kaw ck.6-30

5. J. DeSimone ATK ck.3-14

#### B Heavy

1. R. Brown KTM ck.10-45

2. J. Cote KTM ck.7-56

3. J. Copeland KTM ck.6-26

4. M. Stone Hon ck.6-29

#### B Four Stroke

1. B. Leibenthal Hon 50

2. A. Fabiano Hon 84

3. L. Dutlinger Kaw ck.10-45

4. J. Considine Hus ck.6-34

5. J. Robertson Hon ck.6-41

#### B Veteran

1. M. Griff Yam 84

2. B. Stadler Kaw ck.10-34

3. B. Riordan ck.10-61

4. P. Armstrong CRE ck.10-66

5. B. Rocha Suz ck.6-20

#### B Senior

1. B. Foster Hon ck.10-55

2. P. Clipper Hbg ck.10-56

3. R. Landry CRE ck.10-58

4. K. Davis Hon ck.9-66

5. P. Silansky Kaw ck.6-34

#### C Bantam

1. S. Pimental KTM ck.4-38

#### C Light

1. J. Silva KTM ck.6-25

2. T. Jones Hus ck.4-24

#### C Heavy

1. E. Jarvis KTM ck.6-27

2. D. Wernersbach KTM ck.6-43

3. R. Elzarka KTM ck.4-24

4. K. Fortier Hon ck.4-36

#### C Four Stroke

1. P. Nault Hon ck.7-87

2. J. Green Suz ck.6-28

3. J. Grant Hon ck.6-33

4. D. Oram Hon ck.6-45

5. T. Smith Hon ck.6-66

#### C Veteran

1. K. Corbell Suz ck.7-56

2. S. Young Kaw ck.6-32

3. J. Fluckiger Hon ck.6-38

4. T. Bowyer Kaw ck.6-55

5. J. Price Hon ck.5-26

#### C Senior

1. K. McKenzie KTM ck.5

2. F. Bauer Hon ck.3

#### Women

1. H. Landon Kaw ck.5

2. D. Silvia DNF

large number of riders burned this check, just putting down the trail, including Cayer and Claxton, adding two unnecessary points to their four-point scores and handing the front-runner position over to Norton and White, who were still both carrying fives. Jim Burns, who dropped a five also at the first check-out, had the bad luck to burn this check as well, but he'd also lost a point at the tight check preceding the 12 mph section, putting him off the lead points.

After the 12 mph section the club handed us all a good points-taking section to warm up in, including a wet hill climb that many in attendance found impossible. This part of the Berkshires features outcroppings of a type of

shale here and there, and when it's wet the stuff offers just as much traction as a skinned log. You can be roosting up the hill with relative ease, hit a patch of this stuff and simply stop, with the rear wheel spinning like mad. Assuming you can keep the bike upright, which most can't manage. Most of the hills turned into "stoppers" because of this, and all but three of the C riders never made it to the check-out of this section, which was check seven. Quite a number of B riders as well were done in by the hills, and only six made it to the finish at check eleven.

Bob White got up the hill in fine form. After starting out on minute four he was all but breaking trail at this point, and didn't need to

contend with traffic. He hit the check-out at check seven with only a one point loss. The only other rider to match his score here was A Bantam rider Hans Neff, who had been caught napping at the second check and at the 12 mph check, and wasn't a threat for the overall. The next best score was a two point loss, posted by Claxton and A Bantam rider Kevin Howley, who were all running close to the front as well. Traffic claimed Norton and Cayer, who finished the section with a four and a three, respectively, and most other riders' scores descended from there.

At this point Norton and Cayer were tied with nine points each, but they were hardly a factor in the overall any more. White was raging up

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front, with a total of six points lost, trailed closely by Claxton, with eight. The course was heading for the gas stop, with one more time-keeping section to be careful in, and most all slipped through unscathed, except for Cayer, who was gambling on one more points-taker before gas, and blundered into check eight a minute early, bringing his points total up to 11, and ensuring him a finishing position well down on the results list.

Check nine was a Known Control restart after the gas. Following this was a short section of

difficult two-track that managed to take a point from all the top riders except Paul Milliken, who had been off the pace until this section, although he had little hope of cracking into the overall. Immediately following was the next section, a new piece of single-track trail rolling up and down the hillsides above Brodie ski area, and it would have been wonderful in dry weather. As it was, it was a greasy ribbon of virgin mud that spooled up on your tires like duct tape, and took all remaining energy from A and B riders alike (the C riders had already been

routed back to the finish on a shortened course). Milliken once again set the top score through this section, dropping a blazing two points at the final check-out, check 11. Claxton, Norton and Cayer all posted threes at the check-out, but the odd extra point wasn't enough to displace White, who dropped a four for a total of eleven points at the finish. Claxton was second with a 12 card, while third overall was Norton, posting 15. Cayer, who just about wrapped up the championship again this year, finished fourth overall with 15 points lost, while Milliken filled out the top five with 17 total.

Kevin Howley, one of the few gray-haired guys riding a 125, finished up with 18 points lost, good enough for the class win but also the best A class score posted, giving him his second High Point A of the season. Raffi Peterson again blazed through the B ranks, in spite of a couple of burns, and posted the best B score with a 42, and his second B High Point win in so many weeks.

Scott Loring did the best of all the C riders, getting to the seventh check with 55 points lost, and of course none of the C riders made it past the seventh check—did we mention it was muddy? Kevin Corbeil came the closest to him, with a 56 at the seventh check. Likewise, Keith Goodell topped the Super Senior class, being the only one of the Grand Old Gentlemen of the sport to finish the Super Senior's shortened course, with a 50 to check 10. Heidi Landon topped the Women's class again, making it to check five and ensuring her the Women's class championship for the year.

The Hoosac Valley M.C. had the scores posted quickly and trophies were handed out by five o'clock. Considering the weather they did a wonderful job, and all deserve praise for technical excellence. □

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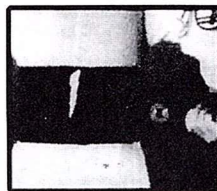
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# ACERBIS ITALIA

Looking around the edges of a plastic empire

**A**cerbis Plastica was one of the major sponsors of the American Six Days effort this year, and we were treated to a tour of the Acerbis facilities while we were staying in Italy. Very impressive. At the time, there were three different "Acerbis" buildings you could see, driving up the main road from Bergamo. There was the "old" Acerbis, right next to the road and decked out in the familiar yellow and white

Acerbis color scheme, and then there was the "new" Acerbis, a few miles up the road and set back from the street on the other side of an aqueduct. Inbetween, and just in front of the new building, was the Acerbis R&D facility at Communduno, which is also where all the plastic gas tanks are rotomolded. The old Acerbis was history; even while we were there, workers were tearing down displays and moving office furniture

to the new building, a brand-new, huge concrete and glass, Henry Miller-furnished corporate headquarters that will serve them well for many more years.

Like most plastics manufacturers, Acerbis produces products through rotational molding, as we've mentioned, and injection molding. The gasoline tanks are roto-molded out of either a polyethylene or nylon. Nylon tanks we don't see much of in the States, but that's what they use for any application where the tanks have to be painted. Apparently the paint sticks best to the nylon base, and the nylon doesn't breathe like the poly compounds. Acerbis runs their tank molding operation 24 hours a day.

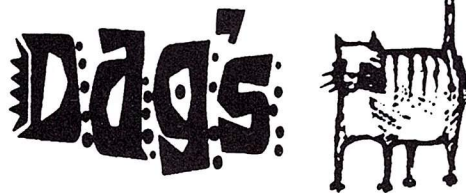
The injection molding, for the fenders, headlights and such, is handled in a separate factory farther up the road. Here we saw a collection of expensive, intricate molds like you've never seen, covering all of the Acerbis product catalog for the last decade or more.

All of the products are warehoused in the new Acerbis building, where they are pack-

*The man behind the logo. Franco Acerbis built an unassuming empire out of good work and goodwill.*



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Charlie and Josh admire the new Acerbis building in Albino. The employees moved into their new home right after Six Days.

aged and readied for OEM use or shipping to distributors. It's not so big a company as you might imagine; like most motorcycle-related businesses it's big enough to get the job done, but small enough to feel like a large family of employees. And it seems "family" is a good word for it. Everyone at Acerbis seems friendly to each other, and very content with their jobs. It is hard to find someone who speaks harshly of Franco Acerbis, most praise him like a deity. An interview with Franco would be something for another article altogether, but suffice it to say that the man has an unrelenting passion for the sport, and an equally unrelenting passion for life, in all its permutations. He enjoys living to the fullest, and is intent that everyone else enjoys it as well.

And how did all this start, you may ask? It

may be surprising to you. In 1973, Franco Acerbis opened a small fiberglass shop in Albino, specifically to make fiberglass motorcycle components. In September of 1973, in the interest of exploring the U.S. market (and probably to get a little vacation travel time in on his company's tab), Franco traveled to the U.S. to the International Six Day Trial in Dalton, Massachusetts. While there, he met Preston Petty, who at the time was the major player in the new market of injection-molded plastic motorcycle parts. Remember the

Preston Petty unbreakable plastic fenders? Well, to Franco this was the future. He knew the limits of fiberglass, and wanted in on the deal. After a period of negotiations, Acerbis was named the exclusive Italian importer of Preston Petty Products.

They enjoyed a great business until Preston closed his business in the late '70s. Knowing that there'd be a great void in the market if he didn't do something quickly, Acerbis expanded his existing business and started a plastics manufacturing plant, working on the experience he had gained by his association with Petty. The Acerbis plastic parts were much more elegantly designed than Preston's, and were soon adopted as OEM parts by a number of European motorcycle manufacturers.

I remember the early '80s, when Acerbis



A group of American ISDE visitors get the lowdown on injection molding in one of Acerbis' production plants.

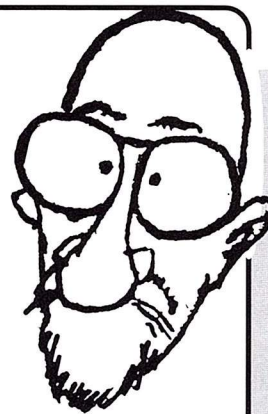
USA started up. At the time we all treated it as another start-up with a limited future. All they had at the time was a front fender, it seems, and we were still in denial that Preston Petty was gone, and Maier Mfg. (the only other real competition at the time) was the new king. But Acerbis kept plugging away, coming out with new and innovative products, and well, look where they are now. Hard to believe it was all started by an association with the legendary Preston Petty, but true.

Now they have their large new corporate office in Albino, as well as a huge new office/warehouse in Santee, California, and they're going gangbusters. Good people, and a great company. It was a treat to see their operation and spend time with such gracious hosts. Here's the best of luck to them in the future! □



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# DRUMMOND ISLAND

If you can't take a spanking now and then....

By Charlie Williams

**M**y one good eye followed the slow drip of medicine as it oozed down the hose into my IV. The hole in my arm is brimming over with painkiller, yet I yearn for more, "Drip, please drip, please." Then the phone stops ringing and a familiar voice on the other end sez:

"Good morning, Trail Rider." It sounds like Clipper.

"Where am I?"

"Hello, Trail Rider."

"Who is it?" I echo.

"This must be Charlie, waddaya doin' Chalee?"

"Where am I? How'd you find me?"

"Beats me little buddy, you called me. What's a matta? You sound just terrible."

"I don't know, I'm so confused. Where did you call me?"

"Chalee, you called me, now where are you?"

"Man I don't know. I'm in a bed, tile floor and white walls. There is a picture of Jesus. There's this big old ugly needle sticking out of my arm, and it's hooked to

this long hose that goes way up to the ceiling...no, up to a squiggly piece of metal then over to a shiny pole then it goes down into a bag. I'm outside a bag!"

"Chalee, it sounds like you're in a hospital."

"I may be! But I'm on the outside of the bag!"

"That's good, now tell me what happened."

"Well, you see, I was laying here waiting for the next drip. Oh please sweet mother of mercy, drip."

"No, you moron, how'd you get in the hospital?"

"Well I don't see any hand cuffs or leather restraints, so the police didn't drag me in this time."

"That's good. The last time I talked to you, you were going to Michigan to ride that National Enduro on Drummond Island."

"Ohhhh!" I cried in pain, please drip.



Ordinarily, I don't like hospitals, but at least this one let my dog stay with me in the room. Most small animal clinics don't allow this.

"Paul? Why is Alan so mad at me?"

"Alan Randt?"

"Yeah, that's him. He tried to kill me."

"Oh now, you're making stuff up. Alan is

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*This is just one of the things I was afraid Alan would do to me, but luckily he never caught me.*

an upstanding citizen, he owns one of the finest KTM shops in the country, he is in charge of the KTM enduro program and is the promoter of the race you went to. I don't think he's trying to kill you."

"Uh huh, he was real nice to me and real sweet to me on the phone. He said the enduro would be fun and he was bending the rules so you didn't even need time-keeping equipment. It would be simple, even for me. He told me the island was real pretty and I would enjoy myself. Then when I got there he tried to kill me, honest to god! Beat me like an old bongo! Drip, please drip."

"What exactly did he do?"

"Well, he made it real rough."

"Charlie, National Enduros are supposed to be tough."

"Oh no Paul, he must be bitter about something. You think it's his hair? I said I had "more and prettier" hair one time."

"No, I don't think he would try to kill you over your hair."

"His hair, not my hair."

"No I don't think Alan would try to kill you over what little hair you have together. Now my hair on the other hand..."

"Well he did, and he almost succeeded too, but he can't get me. Nooo, I'm too tough for little Napoleon."

"This is great Charlie. Keep going, I'm recording every bit of it on this new electronic gizmo I was suckered into buying up at the truck stop."

"Well, Aldo laid out a course that was murderous. Yeah, it was all ridable, not like Ohio where there were bike eating mud-holes to stop you. No, on Drummond you could ride every inch of trail, it was just so blessed rocky. It beat me like Paul Reubins at the movies. Bleeding blisters on top of infected bleeding blisters. In that last section I was stopped in the trail, dry heaving my bruised guts up three or four times. There were riders quitting two miles from the finish, but not me. I rode every inch of that cursed trail. I learned a secret about that Junior Lafferty kid, too. Yep, he only rode about half the trail, and jumped clean over the other half! Yes sir, he skips right over half the course. I tried it once, that's why my foot's still bleeding. It bled for two

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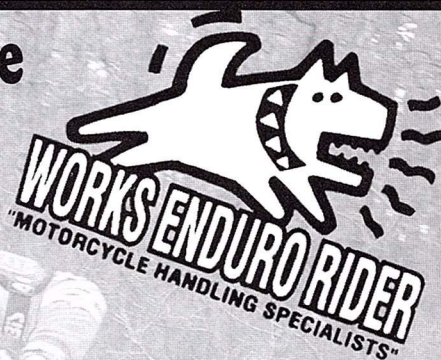


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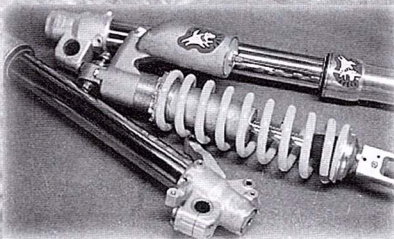
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weeks, too, honest."

"Ugh. Charlie, tell me more about your foot."

"Well Whitey, I tried to hit this rock like a little Junior jump, but it shot me off into the bushes. There was an old pointy log in that bush and it tore a hole in the top of my boot, then ripped through my sock and only stopped when it got to the bony part of my foot, then the log twisted and broke making that noise wood makes only when something has gone wrong. Like in the movies when the mast on the ship breaks, a long creaking noise then an exploding cracking noise, then two weeks of sterile gauze. I felt like the Black Knight in the Holy Grail. You know, both my hands were too ruined to hold onto the bars and now my foot is skewered. I got me one good leg, so come back and fight you chicken! It was me kicking leg too, which was good 'cause I stalled the bike about a thousand times in the last 10 miles. Even two cycles are too many, I need like a 1.5 cycle to go that slow."

"That's all? It was rough and you were slow?"

Oh no, there were psychological traps too. Alan made Old Man Burleson start three minutes behind me on a gigantic Husaberg, must have been a 900cc or something crazy cause they made such an uncomfortable looking pair. Burleson weighs in at 118 lbs. and the bike totally dwarfed him, but he would just ride circles around me all day. Alan did this on purpose, he's trying to kill my brain too! Then Jeff Fredette passed me and I was going so slow he reached over and patted me on the arm. Not a big jovial slap on the back but a little nudge like you would to guide an old woman. "This way, dear."

"Well Charlie, did you ever think you rode like an old woman?"

"No man, not this week, I did good! I was on my favorite "Great Dave's" 250 TM, the pink '96. It's got the 45 Marzocchi front end, it's light and fast, and I ride okay, it's just Alan is out to kill me and I dropped eight times more points than Lafferty did."

"Yeah, it sounds like you ride real good."

"Oh good, now you're out to get me too. I can pinpoint why Scott Summers hates me, but why is Alan trying to get me? I'm one of his customers, I pay him money! Hell, Alan's the one who told me about Scott and the Mousse tube at the Michigan Six Day. I thought he was my friend. You're still my friend aren't you?"

"Oh relax, you just had a bad day, or a bad life. Alan does not have to do anything to "get" you, you'll do it yourself, you paranoid fool."

"Hey Paul, here comes that ugly nurse with the big cold shiny bed pan again."

"Oh Charlie, I've got to go, see ya later. Call when you feel better." Click, buzzzzzzzzzz.

I say to the nurse:

"Easy, I'm sore down there, seat blisters, you know."

She roughly worked the bedpan into place much to my discomfort. Through the blurry veil of painkillers I think the nurse looks familiar. Oh my god! It's Alan in a wig, here to finish me off! Agggggg! □



# V-Force Delta Intake Reeds, Acerbis FAST Fender

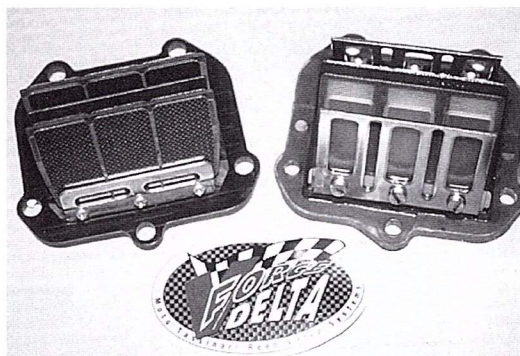
By Mark Uth

## Moto Tassinari V-Force Intake Valve

Over the last few months we've spent a considerable amount of time testing aftermarket reeds and intake valves. Just about the time we were finishing up our reed stories (Trail Rider, August 97), Moto Tassinari sent us a prototype V-Force intake valve to try on our KTM250. Currently used by a number of top KTM racers, including National Enduro Champion Mike Lafferty, the V-Force intake valve provides a tangible improvement in throttle response over the stock reeds and cage.

After installation and some initial testing, the Trail Rider KTM 250 made a trip up to Moto Tassinari's New Hampshire headquarters for some final fine tuning and extended tests. The purpose was to exactly match the valve's performance and jetting to that of the power plant, in order to optimize output.

The V-Force intake valve is a complete unit that replaces the stock reed cage. To improve airflow, it sports a dual cage



V-Force reed cage to the left, stock to the right. You can see the double-reed design of the V-Force.

design equipped with two sets of three-petal carbon fiber reeds. Installation on the KTM is a snap, no more than removing the stock valve and bolting in the Moto Tassinari unit, which is thoughtfully supplied with needed gaskets and detailed instructions for the mechanically impaired. Of course, on the Katoom this means first removing the seat, fuel tank

and carburetor, no small task in itself.

Once installed, power output of the KTM mill was significantly altered, most significantly in the midrange. Our KTM showed modest gains off the bottom, a remarkable rush of power during the transition to midrange, and excellent top end run-out. Make no mistake, the V-Force intake valve leaves the stock reed cage in the dust. Power delivery is vastly different than some of the other hop up parts that we recently tested (most notably Active's Multi-Frequency carbon fiber reed, which has a more abrupt bottom-end hit), as the meaty V-

Force midrange punch has the ability to surprise.

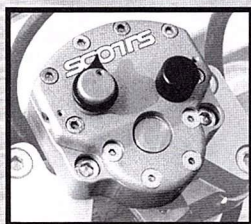
During the recent Scrub Pine Enduro, our V-Force equipped KTM constantly wanted to wheelie out of tacky, bermed turns. This took some getting used to. It seems that because the bottom end is

(Continued on page 39)

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Background Photo is of Larry Roeseler. Scotts Damper is also the official Steering Stabilizer of Team Green.

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# COCKAPONSET

Anyone for resets?

By Paul Clipper, Photos by Jay Chittenden

Chester, CT 10/19

Every now and then Kevin Hines has to come out and show the neighborhood enduro riders what it would be like if he decided to seriously contest the NETRA enduro series again, and at the Cockaponset he once again proved his point. With a ride that came very close to totaling zero over the 108 mile bone-dry course, Hines dropped a total of only three, to beat second place by four points.

The Salmon River County Rider laid out a course that took advantage of short available sections of woods trail around the encroaching suburbia, and longer sections within Cockaponset State Forest. The devils trail bosses constructed a route sheet that featured 29 resets and all 24 mph—a challenge for the computer-equipped and a real trial for the manual timekeepers. Many of the sections were barely a mile long, which caused all sorts of brain damage to those less than attentive to their mileage. In spite of this there were very few burn points posted, testimony to the patience of NETRA enduro riders..

Hines came out fast in the morning, but appeared to be pacing right alongside reigning NETRA enduro champion Jason Cayer, who matched him score for score through the sixth check. Both dropped a single point at check three, and then the fifth check was a somewhat major points-taker, where Cayer dropped 1:53 compared to Hines' 1:50. After the sixth check, Hines decided to turn it up, zeroing all but the final check,

while Cayer just missed the flip at check seven, nine and ten. The final check saw Hines sneak in with a 1:48, to only person to drop less than two. Cayer lost a 2:32 in that section, but his total by then was a seven, putting him well away from Hines.

Several other top riders matched the seven score or came close, including cham-



Jeff Cote was the first place finisher in the B Heavy class, here taking the steps on his KTM.



Kevin Hines had a great time riding the short sections of Cockaponset, and won the overall easily.



Pat Nault rode on the same minute as the TR reporter, with no timekeeping gear, and won the C Four Stroke class.

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First place in the A Veteran class went to Geoff Wurltzer.

A single eight-point card was good enough to win the High Point A award for Hans Neff, riding a new KTM Jackpiner. Neff had a blazing score of 1:04 at check five, a full 46 seconds faster than Hines, but Neff was a little careless at the rest of the checks. High Point A isn't bad, though! Bill Riordan



C Lightweight class winner Scott Hoginski splashes through the only wet spot at the Cockaponset.

scored the best B class score, with 13 points down. He matched scores with B Four Stroke rider Bryan Liebenthal, who missed the top B position by a handful of seconds. The C High Point was taken by William Puffer, who just joined NETRA that morning. Bill scored a 15 over the abbreviated C class loop, a full three points faster than C Light class rider Scott Hoginski, who won his class with an 18. The Women's class trophy was won by Heidi Landon, who rode with her friend Dawn Silvia, but made sure Dawn lost one extra point—60 to 61 total—although they matched scores at every other check. The Super Senior class was again won by Gordon Razee, who must have a barn full of trophies by now! □

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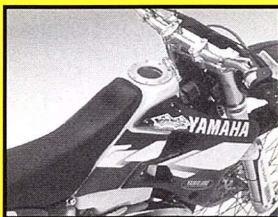
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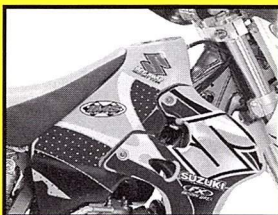
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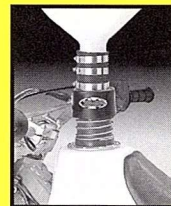
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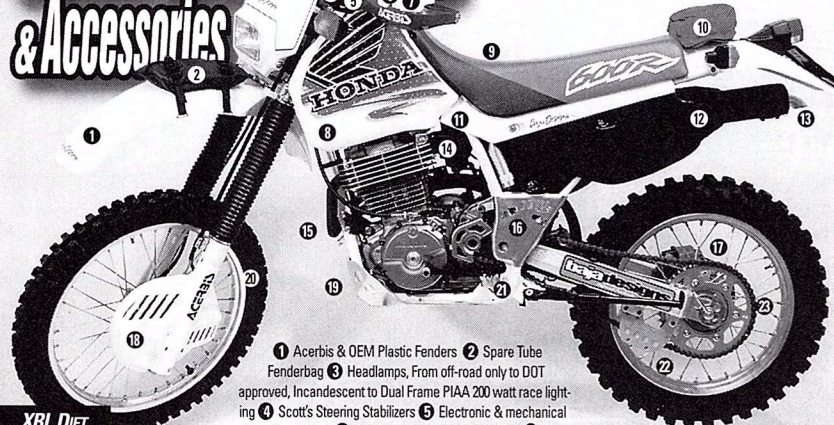
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Bill Riordan picked up another B High Point at the Cockapsonsett.

## Cockapsonsett Enduro Class Results

### Overall Champion

Kevin Hines CRE 3

### High Point A

Hans Neff KTM 8

### High Point B

Bill Riordan KTM 13

### High Point C

William Puffer 15

### AA

1. Tom Norton KTM 7

2. Bob White CRE 7

3. Jason Cayer CRE 7

4. Paul Milliken KTM 11

5. Jerry Randall KTM 11

### A Bantam

1. Kevin Howley KTM 10

2. James Cooney KTM 12

3. Pete Tanner CRE 14

4. Neil Dennett Yam 15

5. Steve Antoniou Kaw 15

### A Light

1. James Kelly 9

2. Matt Bingham Suz 11

3. Scott L'Heureux Hon 11

4. Paul Piva Suz 17

### A Heavy

1. Mike Zahansky KTM 12

2. Bill Sironen KTM 12

3. Mike Nash 18

### A Four Stroke

1. James Burns Hbg 11

2. Bill Drummey Hon 12

3. Richard Seymour Hon 16

### A Veteran

1. Geoff Wuriltzer Hon 8

2. Sam Fischer CRE 8

3. Ken Robbins CRE 10

4. Dan Cowan Kaw 11

5. Fred Goldberg Hon 12

### A Senior

1. Roger Rodrigue KTM 10

2. Irving Witkop KTM 14

3. Jim Stoddard KTM 15

4. Dave Ellingwood KTM 18

5. John Dunn Kaw 20

### Super Senior

1. Gordon Razee Hon 17

2. Tom Farley CRE 25

3. Paul Lussier KTM 34

4. Irwin Moiseff Kaw 37

5. Ernie Mellor KTM 44

### Women

1. Heidi Landon Kaw 60

2. Dawn Silvia Kaw 61

### B Bantam

1. Joe McLaughlin Kaw 16

2. Corey Borovicka Hus 17

3. Jon Larrabee KTM 17

4. Mark Beauregard KTM 18

5. Jeff Picard Suz 19

### B Light

1. Glenn Arnold Suz 16

2. Raffi Peterson CRE 16

3. Mark Bouvier Hus 19

4. Mark Cufkin KTM 19

5. Eric DeGray Kaw 21

### B Heavy

1. Jeff Cote KTM 16

2. James Copeland 16

3. J. C. Zwick KTM 19

4. Tony Mazur KTM 20

5. Mike Stone Hon 24

### B Four Stroke

1. Bryan Liebenal 13

2. Tony Fabiano 17

3. Jim Robertson Hon 20

4. Layne Dutlinger Kaw 21

5. John Considine Hus 22

### B Veteran

1. Paul Darezzo Suz 16

2. Martin Griff Yam 17

3. Rick Sagun Kaw 18

4. Randall Gifford KTM 19

5. Bruce Rocha Suz 20

### B Senior

1. Peter Anania Hon 16

2. Bob Landry CRE 18

3. Paul Clipper Hbg 18

4. Paul Silansky Kaw 19

5. Ken Davis Hon 21

### C Bantam

1. Shawn Pimental KTM 20

2. Greg Rosenboon Kaw 33

### C Light

1. Scott Hoginski Hon 18

2. Todd Jones Hus 22

3. James Silva KTM 32

### C Heavy

1. Ralph Elzarko KTM 19

2. Robert Limmer KTM 26

3. Russ Armstrong KTM 32

4. Scott Loring KTM 34

5. Scott Harrington KTM 37

### C Veteran

1. Matt Meany Kaw 22

2. David Cameron KTM 22

3. Ed Mierzyewski Hus 24

4. Peter Rainone Hus 25

5. James Simmons KTM 26

### C Four Stroke

1. Pat Nault Hon 17

2. Tom Smith Hon 17

3. Dave Oram Hon 20

4. Layne Derby Hon 23

5. Jeff Grant Hon 26

### C Senior

1. Mike Mumford Suz 22

2. Carl Mickels Kaw 23

3. John Corliss KTM 25

4. Bob Dropcho Kaw 26

5. Francis Kaess Hus 28

# B & B

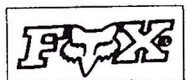
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less affected, this burst of power comes on at higher engine speeds, which might well be the ticket for some riders and conditions. In all, we were impressed and can't wait to try it in the Delaware loam. Quality hardware, a nice clean installation and significant performance improvement. Moto Tassinari's V-Force intake valve is bolt-on testosterone. You can contact them at (603)298-6646.



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Our test specimen provided an easy, clean installation on a Honda XR250L. This involved cutting the fender to proper length and drilling holes for a four point bolting scheme. The neat thing about the XR250L application is that the stout Fast Rear Fender eliminated the need for the stock rear steel fender hoop and cobby license plate/rear lighting assembly. That alone probably reduces the weight of our porky XRL by a couple of pounds.

Even without the fender support hoop, the Fast fender doesn't vibrate excessively, and seems like it'll provide many years of faithful service (as long as we keep the crashing to a minimum, which is what wiped out the stock fender!). The Fast has a nice look and plenty of room for mounting a fender bag, if desired. The suggested retail prices for the entire Fast fender assembly is \$70, while replacement lens and fender extensions cost \$26. See your local dealer for info and availability on all Acerbis products. □

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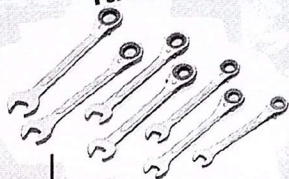


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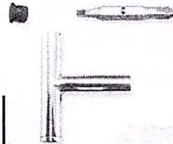
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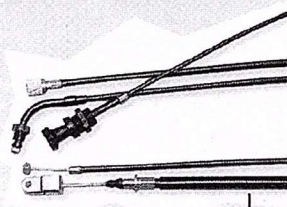


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Yankee Trader ads are free to subscribers. All you have to do is write them down and mail them in to the address on page three of this book. We can't guarantee that they'll get in when you expect them to, and they will be edited for brevity if needed, but hey, the price is right, huh?

**1996 1/2 KTM 360 EXC** WER Susp., K-Style graphics, showroom cond., less than 250 miles...really! Like brand new, \$4100 obo, call (609)654-1880.

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**'85 Husky 400WR** Monster motor (water cooled), easy starter. New tires, chain and sprockets. Answer SA/silencer, bark busters and electronic odo pickup. VT Title. Clean and reliable—not your sister's dirt bike. \$950; eves @ (609)268-7258..

**1973 Penton 250 Hare Scrambler** All original parts, re-covered seat, new Ceriani gas shocks, heavy flywheel ignition. One of the first imported, runs, needs polishing. \$1000 obo, (413)357-9040.

**1996 KTM 360** Lot's of extra's, \$2750. **1996 Honda QUAD 300 EX**, hardly used b/c of KTM \$2200. **1993 Suzuki RMX 250**, \$1700 with extras 201-502-8590.

**1996 Honda XR400** Ready to ride, \$3400 obo, (410)465-4912 home, (301)279-2430 work, ask for Richard.

**MX Gear** '97 Fox Forma boots, sz 10, 1 hour old, \$170. Other MX gear and CR parts, call for fax list. (732)493-0356.

**1997 Honda CR250** Pro Pilot susp, exc. Cond, low hours, all fresh, Vet owner, \$4500. (732)493-0356.

**1994 Suzuki RMX250** Mint cond., low hours, Dyno Port pipe & silencer, all guards, VT title and reg., \$2700 obo, (802)888-2922 after 5.

**1993 Honda XR600** Original adult owner, meticulously maintained, looks and runs great. NY title, \$1000 worth of extras, asking \$2250 obo. **1986 KTM 125**, v.g.c., missing top end, \$350 obo. **1986 Yamaha YZ250**, v.g.c., \$675 obo., **1973 Indian 125 Enduro**, complete, needs work, 351 original miles, not running, \$200 obo. Call Steve, (914)245-5385.

**Wanted: Dead or Alive:** 1968-1975 Honda minibikes, QA50, Z50, MR50, CT70, SL70, XR75, etc. Please call Steve (914)245-5385.

**1996 Husky 410WXC** Bought new March '97, exc. Cond., sacrifice, \$2995. (540)858-2634.

**1995 Husqvarna 360WXC** Exc. Cond., Race Tech fork and shock, Dyno Port pipe and silencer, WER steering Stabilizer, custom guards, many extras. Vet owned, used very little, PA plate & title, \$2850. (717)637-7540.

**1995 Kawasaki KDX200** Susp. Revalved w/new springs frt & rr, Rad Valve, FMF pipe & silencer, new Dunlops, more. Well maintained, exc. Cond., \$2500. (302)325-2014.

**1993 Suzuki RMX250** Legal PA reg., Enduro X susp., Dyno Port, Rad Valve, torque porting and head mod, more. \$2200, (717)473-9284.

**1989 KTM 350MX** Dyno Port pipe, odometer, hand guards, recent tires and rings, plus spares. NJ title and reg., great trail bike, very clean, \$1000. Call (908)454-9081.

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**1996 Suzuki 350 SET**, only 1100 miles, electric start and all mods suggested by factory reps plus gel seat, Burlly pegs, etc, etc, over \$1000 in mods- must sell this very special dual sport \$3395 (207) 623-6070.

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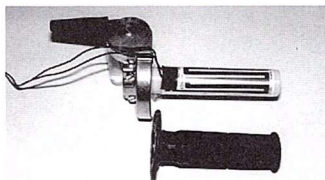
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ANY TRAIL RIDE	9:31	40.4 24
ANY PLACE	9:32	40.8 24
ANY ENDURO	9:33	41.2 24
ANY TRAIL RIDE	9:34	41.6 24
ANY PLACE	9:35	42.0 24
ANY ENDURO	9:36	42.4 24
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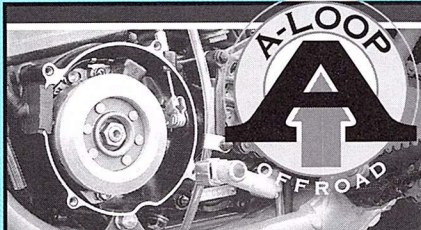
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## All about the latest Offroad Electronics



### Riding With The P3

This season I've been using the new Pacemaker 3 Enduro Computer, and I've been cleaning up! It's easy to install, easy to program, and very reliable. I like the wide display screen that lets me see three items of information at a glance; no need to scroll through several screens to see how I'm doing.

I set up my P3 with the Odo on the left, the clock on the right, and the Diff-time or plus/minus display in the center, but you can customize the display any way you want. The P3 has a super accurate odo that's easy to calibrate to the course, and with the new remote thumbswitch I can adjust it while I'm riding.

Best of all, the P3 is great for Brand-X events as well as AMA enduros. There's no other computer on the market that even comes close to the performance of the Pacemaker 3, and I wouldn't be winning this year without it.

### More than just an enduro instrument

You'll get more use than just enduro out of the Pacemaker. The new P3 has an accurate speedo/odo for dual sport riders, and new features make it perfect for Qualifiers and ISDE's. Enter the location and keytime for each check, and the P3 will count down the distance and time to the next check-point. If you're running late, you'll know instantly.

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# HERTFELDER

## HAVE YOU EVER?

**H**ave you ever tried to teach your girl to ride a dirt bike and never seen her again? Have you ever tried to run a long-reach plug in a short-reach cylinder head by only screwing it in part way? Have you ever been so tired you couldn't reset your speedometer? Have you ever been bulldogging down a steep slope and had a bee walk across your eyelid? Have you ever hitched up a loaded three bike trailer then spent five minutes getting yourself straightened up again? Have you ever checked your jacket pockets and found five open-end wrenches the same size? Have you ever criss-crossed 200 yards getting across a 10 yard mud hole? Have you ever tried to push-start a motorcycle on a two foot wide ledge? Have you ever changed plugs and put the old one back in again? Have you ever entered an enduro with your last six dollars and drained fuel from the motorcycle to get the van home again? Have you ever had to give back a trophy because of a scoring error? Have you ever sold a motorcycle on the half-down and half-never plan?

Have you ever removed a rear wheel and kept the motorcycle balanced on the milk crate with your nose? Have you ever ruined a 14 dollar ratchet handle driving out a rusted axle? Have you ever followed Mike Lafferty and couldn't believe what you were seeing? Have you ever tried to kick-start a 600 in your bare feet? Have you ever collided with one rider out of 350 competitors and he was a fellow club member? Have you ever tried to drive a loaded van up a wet grass slope?

Have you ever found your chain lube where you left it? Have you ever used an insect repellent that was worse than the insects? Have you ever waved to someone you know with one hand and pulled a handgrip off with the other? Have you ever found a beautiful pair of goggles on the trail and then lost them? Have you ever spent \$600 making an \$800 dollar motorcycle perform like a \$1200 dollar motorcycle? Have you ever watched your broken hand melt out of sight in a big block of ice? Have you ever done your route sheet in ink and found it dissolved the next morning? Have you ever reset your speedometer and forgot to push the button back in? Have you ever ridden with a rag tied around your forehead to soak up sweat then have it drop down over your eyes when you needed them really bad? Have you ever felt sore and stiff on Monday and worse on Tuesday? Have you ever stared at a pile of returned gas cans for five minutes before finding yours right in front of you? Have you ever found out who was always thumping the side of your van at three in the morning? Have you ever wondered just how far you

could go on RESERVE? Have you ever bent a loading ramp? Have you ever tried to find a cotter pin in pine needles? Have you ever tried to write HONDA in yellow snow? Have you ever replaced a wheel then found a spacer on the ground? Have you ever tightened a spoke at a gas stop and broken the end off? Have you ever loaned out your bike trailer then had to track it down through four different guys? Have you ever met a deer coming the other way on a narrow trail?

Have you ever tried to start someone else's motorcycle and thought you caught your foot in a bear trap? Have you ever replaced a float bowl and wished you had six fingers on each hand?

Have you ever crested a steep ridge and hung there with both wheels off the ground? Have you ever thought your clutch cable had broken until you found the adjuster nut three feet down the cable? Have you ever ridden through so much water that your engine oil looked like battleship paint? Have you ever bugged a lovely lady rider for her phone number and gotten a Dial-A-Prayer message? Have you ever used a ski rack to carry your crutches? Have you ever lied to a wife that her husband spent the night in your van?

Have you ever banged your nose so hard you couldn't enjoy picking it for three weeks? Have you ever gone to a swap meet and bought anything you really needed? Have you ever left your bridgework in your Gatorade then met a really foxy lady? Have you ever forgotten your AMA card and had to buy a new one two weeks in a row? Have you ever put a six volt bulb in a twelve volt system? Have you ever eaten a sandwich soaked in Blenzall? Have you ever left your keys under the floor mat then wondered where your van went?

Have you ever lifted your motorcycle onto a milk crate then needed something still in the milk crate? Have you ever tried to enter an out of state enduro with a personal check? Have you ever lucked your way around forty stuck riders in a swamp then ridden four

miles down the wrong trail? Have you ever signed up before unloading your van and gotten a number that starts in four minutes? Have you ever ridden to a sign-in table ready to go and gotten a number that leaves in 92 minutes? Have you ever lost the jaw from an adjustable wrench? Have you ever bent a motorcycle ignition key with your knee? Have you ever had a tired 329 pound rider total your folding chair? Have you ever caught a branch with your throat and think

you had a do-it-yourself tracheotomy? Have you ever swung a tall trophy into the rear seat of a two-door car and broken the windshield? Have you ever quit riding forever; four weeks in a row? Have you ever worked a checkpoint where riders came in bunches of twelve?

Have you ever crashed because of a Playboy centerfold stapled to a tree? Have you ever had a loose wristwatch grind a hole in your wrist? Have you ever leaned your motorcycle against an old truck just before it moved away? Have you ever eaten chili and cream soda and developed enough gas to fill the Goodrich blimp? Have you ever searched five minutes for a valve stem and found it between your teeth?

Have you ever taken your boot off and been afraid to look at your foot? Have you ever lost a kickstart lever and started your bike with Vise Grips on the splines? Have you ever dragged your wet brakes two miles to dry them and, when they started to grab a little, dropped into another water crossing? Have you ever got a Velcro collar tab caught in your beard? Have you ever tried to make up time on a gravel road and overshot a turn by 440 yards? Have you ever re-run an entire 80 mile event in your sleep? Have you ever needed help to get your wallet out of your pocket? Have you ever wondered if all the have-you-ers really happened?

— Ed Hertfelder

*Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.*



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